

U.S. Rep. PETER DeFAZIO

Congressman Peter DeFazio earned a bachelor's degree in Economics and Political Science from Tufts University in 1969. In 1977, he earned a master's degree from the University of Oregon, in Interdisciplinary Studies, specializing in Public Administration and Gerontology.

DeFazio began his political career, with former Rep. Jim Weaver as a caseworker in the Eugene district office in 1977. He went on to work for Weaver in Washington D.C. as a legislative assistant from 1978-1980, and returned to Eugene in 1980 to be the director of constituent services. DeFazio was elected to the Lane County Board Commissioners in 1982, and chaired the board from 1984-1986.

He was first elected to the U.S. Congress in 1986, after Weaver retired and vacated the seat.

At the start of the 108th Congress, DeFazio took a leave of absence from the House Resources Committee in order to serve on the Select Committee on Homeland Security. On this Committee, he serves on the Subcommittee on Infrastructure and Border Security and the Subcommittee on Emergency Preparedness and Response. DeFazio will maintain his seniority on the House Resources Committee should he return to the Committee in the future.

DeFazio is also a member of the Transportation and Infrastructure Committee. He is ranking member of the Aviation Subcommittee, where he is a vocal advocate for consumers, aviation safety and security. He also serves as a member of the Railroads Subcommittee and the Coast Guard and Maritime Transportation Subcommittee.

Peter DeFazio lives with his wife, Myrnie, in Springfield with his two dogs and two cats. He has logged over three million miles commuting to and from Washington, D.C., traveling cross-country an average of three times a month to represent the people of Oregon's Fourth Congressional District in Congress.

	2
PROFILE	3
JOBS and the ECONOMY	5
TRANSPORTATION and INFRASTRUCTURE	17
AVIATION	38
HOMELAND SECURITY	47
DEFENSE, OUR TROOPS, and VETERANS	54
FORESTRY and NATURAL RESOURCES	65
HEALTH CARE	79
EDUCATION	89
SMALL BUSINESS	95
FISCAL RESPONSIBILITY	99
TAXES	102
SENIORS	106
ENERGY	111
TRADE	119
CORPORATE RESPONSIBILITY	123
CRIME PREVENTION	126
HUMAN RIGHTS and CIVIL LIBERTIES	129
CONSUMER WATCHDOG	131
CONSTITUENT SERVICES	137

PROFILE

"DeFazio continues to position himself as an independent voice in Congress and a watchdog for voter interests. He opposes companies that outsource jobs overseas, favors price reductions of prescription drugs, and favors striking a balance between job creation and environmental protections."

- Albany Democrat-Herald, July 31, 2004

"The veteran Congressman is on several very important committees and has the experience and clout to make a difference at both the regional and national levels."

- Curry Coastal Reporter, July 2, 2003

"Indeed, the feisty Democrat appeals to those in both parties, whether he is out talking with constituents on the street, or reaching across the aisle in Congress."

- The Eugene Register-Guard, February 21, 2003

"He has compiled a record as a player in the House, a voice on both resource and transportation issues."

- The Oregonian, September 24, 2002

"Although a vocal leader of the House Progressive Caucus, and a well-known figure in House floor debate and one-minute orations, DeFazio also manages to work with Republicans across the aisle."

- The Oregonian, September 24, 2002

"DeFazio has been good for the district."

- The World, March 20, 2002

"DeFazio is an effective, hard-working, senior Congressman who listens to his constituents."

- Roseburg News Review, November 2, 2001

"Congress needs a few people like DeFazio... It needs people who keep raising sensible questions about what the majority is doing."

- Albany Democrat Herald, November 2, 2001

"We can't afford to lose such an effective fighter for the district, state and nation - and a good man - like Peter DeFazio."

- Curry County Reporter, October 18, 2000

"Unlike many politicians, [DeFazio] has produced far more substance than show."

- Eugene Register-Guard, October 7, 2000

“In his career, [DeFazio] has done much to earn respect as an effective legislator.”

- Lebanon Express, October 21, 2000

“He has learned how to maneuver through the often complex by-ways of Washington, but remains plain-spoken and blunt.”

- Lebanon Express, June 21, 2000

“In Congress, DeFazio has wrestled with Republicans and sometimes Democrats, for 14 years, earning a reputation as a scrappy, independent populist.”

- Eugene Weekly, January 13, 2000

"It would be difficult to find someone to represent District 4 with even half of Peter DeFazio's energy, brain power and integrity."

- Eugene Weekly, October 22, 1998

“DeFazio is one of Oregon’s best and most experienced fighters.”

- Curry County Reporter, September 28, 1998

"[DeFazio] is a serious thinker, has a sense of duty and is a scrapper."

- Willamette Week, September 26, 1995

"DeFazio is a fighter, someone willing to take on the White House, the House Democratic leadership, Weyerhaeuser, just about anybody."

- Roseburg News Review, October 30, 1994

JOBS and the ECONOMY

Congressman DeFazio has made it a priority to boost the Oregon and U.S. economies and put Americans back to work.

As an alternative to trickle-down tax cuts, DeFazio has offered several legislative solutions to stimulate the economy and create jobs including significant investment in infrastructure, extended unemployment benefits, direct aid to cash-strapped states, tax cuts targeted at those most in need, and a forest thinning bill to increase timber harvests and enhance the environment (For a full explanation of DeFazio's timber legislation, see the Forestry and Natural Resources chapter). DeFazio has also been a leading critic of electricity deregulation, which has saddled Oregon with electricity rates that have risen close to 50 percent in just three years (See energy chapter for additional details). Independent experts, including the Congressional Budget Office, analysts at Economy.Com, and Nobel Prize winning economist Joseph Stiglitz reported that stimulus plans along the lines proposed by DeFazio would do more to boost the economy than the tax cuts advocated by President Bush.

DeFazio has used his senior position on the House Transportation and Infrastructure Committee to secure hundreds of millions of dollars for key transportation and water-related projects in Southwest Oregon.

And, DeFazio has used the appropriations process to secure funding for projects important to a variety of small businesses in Oregon

Finally, DeFazio has been a vocal opponent of unfair trade deals like the North American Free Trade Agreement (NAFTA), the World Trade Organization (WTO), and most-favored nation trading status for China, all of which have led the export of millions of high-paying U.S. jobs. (See trade chapter for additional details).

“As a senior member... [DeFazio] is able to bring home the bacon for Oregon in the form of federal funding for highway projects, bridges, bicycle paths, ports and shipping channel improvements, and for environmental restoration and salmon recovery.”

- Eugene Register-Guard, April 29, 1999

"Oregon congressman critical of president's support of moving jobs to foreign countries"

The News-Review, 2/18/04

"Rep. Peter DeFazio, D-Ore. a longtime advocate of [trade] restrictions to keep jobs in the United States."

The Oregonian, 3/1/04

"U.S. Rep. Peter DeFazio, D-Ore., a longtime critic of trade policies that threaten U.S. jobs, also has concerns about domestic outsourcing."

The Oregonian, 6/15/04

"Again, thanks to DeFazio for his tireless efforts in restoring the important dredging dollars which will keep shallow-draft channels safe for passage."

Curry County Reporter, 6/23/04

In the 108th Congress (2003-2004):

▶ **The first bill DeFazio introduced in the 108th Congress, H.R. 396** (introduced on January 28, 2003), **was an economic stimulus measure that exempted the first \$10,000 in income from the Social Security payroll tax; extended unemployment assistance; provided \$50 billion in direct aid to state and local governments for infrastructure and social services; and invested another \$50 billion to repair our nation's crumbling infrastructure.** To avoid increasing the federal budget deficit, the cost of DeFazio's economic stimulus legislation was covered by freezing the 2001-2003 tax cuts received by those earning more than \$311,000 a year. Independent experts, including the Congressional Budget Office, analysts at Economy.Com, and Nobel Prize winning economist Joseph Stiglitz reported that infrastructure investment, aid to states, and tax cuts targeted at those most in need would do more to boost the economy than the tax cuts advocated by President Bush.

▶ The economic stimulus introduced by DeFazio, H.R. 396, included an exemption for the first \$10,000 in wages from the Social Security payroll tax -- both the employee and employer share. This would provide a tax cut for businesses of up to \$620 for each employee.

▶ DeFazio is also a cosponsor of legislation introduced by Representative Hooley, H.R. 3608, to provide a \$5,000 tax credit for the creation of new jobs during the current recession.

▶ In a continuing effort to put Americans to work and repair our crumbling infrastructure, **DeFazio coauthored H.R. 1738, the American Parity Act, which was introduced on April 10, 2003. This legislation requires that every dollar spent on infrastructure and social services in Iraq be matched by a dollar spent on infrastructure and social services in the United States.** Matching the Bush estimates for rebuilding Iraq, **the American Parity Act would provide \$25 billion or more for road and bridge repairs, school construction, energy and water infrastructure, education, health care, and other critical needs in Oregon and around the country. This investment could create more than one million living wage jobs.** The bill currently has 106 cosponsors.

▶ Oregon has suffered from some of the highest and most persistent unemployment in the country. In response, **DeFazio has supported a number of efforts to try and force the Republican controlled Congress to provide additional unemployment benefits for**

unemployed Oregonians, including extending benefits in his own economic stimulus legislation, H. R. 396. DeFazio also cosponsored H. R. 3156 which would provide an additional 13 weeks of Temporary Extended Unemployment Compensation (TEUC), and H. R. 3244 which would provide an additional 7 weeks of benefits for states with long-term high unemployment, increase the length of regular extended unemployment benefits from 13 to 26 weeks and allow part-time and low wage workers to collect federal unemployment benefits.

In October, 2003, DeFazio sent a letter to House Speaker Dennis Hastert urging him to allow the House to vote on extended unemployment benefits during consideration of emergency spending legislation to rebuild Iraq. Unfortunately, the Speaker did not allow a vote on extended unemployment benefits.

In November, 2003, DeFazio signed a letter to Speaker Hastert urging him to allow a vote on extended unemployment benefits for the long-term unemployed before Congress adjourned for the year. Unfortunately, the Speaker did not allow a vote and some 400,000 long-term unemployed lost their TEUC benefits when the program expired on December 31, 2003.

DeFazio also signed a discharge petition, which is a legislative tool to force the House Republican leadership to allow a vote on extended benefits legislation. 218 signatures are required to trigger the discharge petition and unfortunately, to date, only 200 members have signed.

- ▶ DeFazio is a cosponsor of H.R. 1796, the Job Protection Act, a bipartisan bill that was introduced by Representative Phil Crane (R-IL) in response to a ruling by the WTO against an export tax break in the U.S. tax code. H.R. 1796 would reduce taxes on U.S. manufacturers with domestic operations while not subsidizing multinational corporations who want to shift U.S. jobs overseas, as the House Republican leadership bill, H.R. 4520, does.
- ▶ When the City of Oakridge was stymied by a federal regulation preventing small businesses from moving into the Oakridge Industrial Park, DeFazio led the delegation efforts to fix the problem.
- ▶ DeFazio joined in sending a bipartisan letter in March 2004 to the Rural Utilities Service (RUS) encouraging the RUS to more quickly distribute low interest loans to bring broadband service to unserved and underserved rural areas. The RUS had \$1 billion in awards pending as of March 2004.

FEDERAL FUNDING

- ▶ Despite a tight federal budget, **DeFazio secured more than \$31.5 million for his congressional district in the fiscal year 2004 appropriations bills and more than \$50 million in the fiscal year 2005 appropriations bills** as drafted by the House Appropriations

Committee (as of August 2004, the only FY05 bill that has been sent to the President is the defense bill, the rest are still pending in the Senate).

▸ **DeFazio again took a leading role in fighting to restore dredging funding for small ports.** Dredging is critical for public safety and economic vitality of coastal towns. **While President Bush zeroed out funding in the budget he submitted to Congress, DeFazio was able to get funding restored in H.R. 4614, the fiscal year 2005 Energy and Water appropriations act as approved by the House on June 25, 2004.** The Senate has not yet acted on the measure. **DeFazio secured \$518,000 for the Port of Brookings Harbor; \$263,000 for the Port of Bandon; \$350,000 for the Port of Port Orford; \$350,000 for the Port of Gold Beach; \$250,000 for the Port of Siuslaw; and \$450,000 for the Port of Umqua. DeFazio also helped to increase funding for the Port of Coos Bay to \$6.5 million, \$737,000 more than requested by President Bush.**

This funding is in addition to the \$1,875,000 in dredging money included last year in H.R. 2673, the fiscal year 2004 Consolidated Appropriations Act, at the request of DeFazio. H.R. 2673 was signed into law on January 23, 2004.

▸ **\$150,000 for improvements to the City of Sweet Home's wastewater system was included at DeFazio's request in the fiscal year 2005 Veterans Affairs and Housing and Urban Development, and Independent Agencies Appropriations Act. This legislation was approved by the House Appropriations Committee on July 22, 2004. The full House has not yet considered the bill.** Sweet Home's wastewater system is over 50 years old and in desperate need of repair. There are a number of serious collection system problems affecting the water quality of the Santiam River, which receives the discharge from the system. The city recently completed a comprehensive study of the system to determine what repairs need to be made. The city has increased sewer rates to cover some of the costs, but federal dollars are needed to supplement those funds.

▸ **DeFazio was also able to secure \$225,000 for the construction of a Seafood Processing Plant at the Port of Brookings Harbor in the House Appropriations Committee's version of the FY05 VA-HUD appropriations bill.** The bill has not yet been acted on by the full House. This fish processing plant is the final component of a major economic development initiative at the Port of Brookings Harbor. The new processing plant will fit nicely with the critical infrastructure that is already in place—a new fueling station and state-of-the-art cold storage facility. The facility will benefit Southern Oregon commercial fishermen, and will open new markets for both traditional and underdeveloped fish products. It will enhance the local economy and create much-needed jobs. The only fish processing facility on the Southern Oregon Coast closed two years ago. Since then, three processors have approached the Port about relocating to Brookings Harbor. With the construction of the processing plant, all the critical infrastructure will be in place.

▸ **H.R. 4613, the fiscal year 2005 defense spending bill included \$2 million requested by**

DeFazio for a software program to more efficiently schedule U.S. Navy ship construction. DeFazio also secured \$2 million in fiscal year 2004 and \$1.5 million in 2003 for this program. The software, which was developed by On Time Systems, Inc. of Eugene, Oregon, could save the Navy \$200-500 million in annual construction costs. In addition, when the Navy and Electric Boat (one of the Navy's primary shipbuilders) did not comply with the direction from Congress on the testing of the software. DeFazio and Representative Norm Dicks intervened with the Navy on behalf of On-Time Systems, Inc. to ensure that congressional intent was fulfilled with a full-fledged test and evaluation of the software.

▸ **DeFazio also helped secure the first ever earmark for Hydration Technologies of Albany, Oregon. H.R. 4613 includes \$6.3 million to purchase personal water filtration devices produced by Hydration Technologies for the Army and Air Force.** Water requirements constitute the single largest logistics challenge for the U.S. military. The Albany-based company has found a way to provide low-cost, safe, reliable, simple-to-operate technology to allow the individual soldier to produce drinkable fluids from available contaminated water sources.

▸ **H.R. 4613 also included \$2.5 million for the ONAMI Safer Nanomaterials and Nanomanufacturing Initiative and \$2.5 million for the ONAMI Miniature Tactical Energy Systems Development Initiative that was requested by DeFazio.** The Oregon Nanoscience and Microtechnologies Institute (ONAMI) is a collaboration between government, industry and higher education, and is located on the campuses of Oregon's major research universities: Oregon State University, Portland State University and the University of Oregon. ONAMI will develop nanomaterials and nanomanufacturing methods that simultaneously meet the military's need for high performance materials, protect human health, and minimize harm to the environment.

▸ **DeFazio helped to increase funding for the Albany Research Center to \$10 million in H.R. 4568, the fiscal year 2005 Department of Interior Appropriations Act, which is \$2 million more than requested by President Bush. H.R. 4568 was approved by the House on June 17, 2004. It is awaiting action in the Senate.** This funding is in addition to the \$10 million DeFazio obtained in H.R. 2673, the fiscal year 2004 Consolidated Appropriations Act.

▸ At DeFazio's request, **H.R. 4568 included \$5.8 million for the Jobs in the Woods Program. The program provides jobs to displaced workers in timber-dependent communities** in Northern California, Oregon and Washington. This program has been instrumental to Oregon's effort to restore watersheds, one of the most difficult environmental challenges facing the state.

▸ **DeFazio requested and received \$100,000 in the fiscal year 2004 Consolidated Appropriations Act (H.R. 2673) to help construct the Albany-Millersburg Joint Water Project. This funding will be added to the \$450,000 secured in the Fiscal Year 2003 Omnibus Appropriations bill.** The Joint Water Project will create a new raw water intake, a

pump station, pipelines to convey raw water to treatment, a new membrane filtration joint water treatment facility with storage, and transmission mains to transport finished water to each city. A new water source is critical for both Albany and Millersburg to ensure that their drinking water needs are adequately met now and in the future.

TRANSPORTATION SPENDING (TEA LU)

▸ As a senior member of the House Transportation and Infrastructure Committee, **DeFazio obtained \$65 million worth of projects for Southwest Oregon in H.R. 3550, the Transportation Reauthorization legislation known as TEA-LU.** This legislation was approved by the House on April 2, 2004. DeFazio is a member of the conference committee currently meeting to resolve the differences between the House and Senate-passed versions of the bill. (For a full list of the projects DeFazio obtained, see the Transportation and Infrastructure chapter).

WATER RESOURCES

▸ **DeFazio was able to include several projects from the 4th Congressional District in the Water Resources Development Act of 2003, H.R. 2557. This legislation was approved by the House of Representatives on September 24, 2003, but it has not yet been considered in the Senate.** (For a full list of the projects DeFazio obtained, see the Transportation and Infrastructure chapter).

In the 107th Congress (2001-2002):

▸ DeFazio organized a letter signed by every member of the Oregon and Washington House delegations to Speaker Hastert and Leader Gephardt urging them not to adjourn Congress for the year without passing an extension of the Temporary Emergency Unemployment Compensation which was part of the fiscal year 2002 Supplemental Appropriations Act. The TEUC program provides 13 weeks of federally-funded unemployment benefits, and an additional 13 weeks of benefits to workers in high unemployment states. Congress adjourned the 107th Congress on November 11, 2002, without taking action to extend unemployment assistance.

▸ DeFazio played a leadership role in trying to get additional dislocated worker assistance funding for Oregon. DeFazio coordinated letters from the Oregon delegation to the Bush Administration and House Appropriations Committee requesting additional worker assistance money for Oregon, the State with the highest unemployment in the country. DeFazio also offered an amendment to the FY02 Supplemental Appropriations Bill to add an additional \$360 million in worker assistance funding. The amendment was not adopted. The Department of Labor finally awarded Oregon a National Emergency Grant on June 24, 2002

- ▶ DeFazio co-authored legislation, H.R. 3930, the Water Quality Financing Act of 2002, along with Representative John Duncan (R-TN). The bill authorizes \$20 billion over five years in federal grants to states for use in state revolving loan funds that protect our nation's water quality and provides needed assistance for wastewater infrastructure. H.R. 3930 was approved by the House Transportation and Infrastructure Committee on March 20, 2002. The full House did not act on the measure.
- ▶ DeFazio was an original cosponsor of H.R. 3166, the "Rebuild America: Financing Infrastructure Renewal and Security for Transportation Act of 2001." H.R. 3166 provides \$50 billion to improve the security of our rail, highway, transit, maritime, and aviation infrastructure. By leveraging federal infrastructure investments, the ten-year cost to the U.S. Treasury is less than \$35 billion and it would create approximately 2.1 million jobs and \$105 billion in economic activity. DeFazio is also a cosponsor of H.R. 1020, the "Railroad Track Modernization Act of 2001, legislation to establish a grant program for the rehabilitation, preservation, or improvement of railroad track.
- ▶ DeFazio was an original cosponsor of H.R. 2329, the "High-Speed Rail Investment Act," legislation to provide \$12 billion over 10 years for the development of high-speed rail transportation in 12 regional corridors, including one in the Pacific Northwest.
- ▶ DeFazio continued his efforts to maintain federal dredging of Northwest ports. DeFazio coordinated letters from the Northwest delegation to the Army Corps of Engineers expressing the need to maintain the hopper dredges YAQUINA and ESSAYONS, which perform critical dredging in Northwest ports. Thanks in part to DeFazio's advocacy, the Army Corps has decided not to further decrease availability of the YAQUINA or ESSAYONS in the coming year.
- ▶ DeFazio coordinated a letter to the House Appropriations Committee requesting full funding for dredging shallow draft channels and harbors in the fiscal year 2003 Corps of Engineers budget. The budget submitted to Congress by President Bush eliminated funding for 150 ports across the country, including Bandon, Gold Beach, and Brookings. The Appropriations Committee responded to DeFazio's request and restored funding for Oregon ports in H.J. Res. 2, the fiscal year 2003 Omnibus Appropriations Bill. DeFazio's efforts will provide \$390,000 for the Port of Brookings; \$330,000 for the Port of Bandon; \$450,000 for the Port of Gold Beach; \$566,000 for the Port of Siuslaw.
- ▶ DeFazio worked with the Oregon Department of Transportation and the U.S. Department of Transportation to secure \$1 million to help fund an upgrade of the Sutherlin interchange on Interstate 5. The road improvements are needed to accommodate traffic that would be created by the location of car assembly plant being built by the Korean Company ATT R&D.
- ▶ DeFazio joined several other Representatives in introducing H.R. 3898, the Capital Construction Fund Qualified Withdrawal Act of 2002, legislation to give fishing families

greater access and flexibility to use the money saved in their tax-free capital savings accounts. This will help dislocated fishing families transition to other work without penalizing retirement savings.

- ▶ During consideration of the reauthorization of the Magnuson-Stevens Fisheries Act (H.R. 4749) in the House Resources Committee, DeFazio offered an amendment to fund a voluntary groundfish vessel buyback, authorize cooperative groundfish research, and provide community assistance for businesses that have been impacted by the struggling fishing industry. The amendment failed in Committee, but a provision similar to the DeFazio amendment was included in H.J.Res. 2, the fiscal year 2003 Omnibus Appropriations Act, which was signed into law on February 20, 2003. The provision provided \$10 million to begin a buy-back program.
- ▶ Cosponsor of H.R. 1076, the "America's Better Classroom Act," and H.R. 340, the "Excellence and Accountability in Education Act," legislation to repair, rebuild, and construct new public schools and hire more teachers with the goal of improving the conditions in America's public schools so kids are better able to learn.
- ▶ Joined his colleagues in the Progressive Caucus in drafting an alternative economic stimulus package that included extended and expanded unemployment benefits, increased health care and social services spending, and provided for a substantial investment in infrastructure (school construction, drinking and waste water systems, renewable energy etc.). A version of the DeFazio-Progressive Caucus unemployment package was incorporated into the official Democratic leadership alternative stimulus package.
- ▶ Received the Fair Trade for Our Future Award presented by the Oregon Fair Trade Coalition for his commitment to working families, the environment, and family farmers.
- ▶ Received the City of Gold Beach Coup of the Year Award for "judiciously, prudently, and shrewdly pulling off the deal that has successfully saved the City of Gold Beach \$200,000." The award was in recognition for DeFazio's work on the Gold Beach bridge restoration project.
- ▶ Received the Rural Health Care Award from the Area Health Education Center of Southwest Oregon for helping the people of Oregon re-open hospitals, expand rural health outreach, and receive higher Medicare reimbursement rates.

In the 106th Congress (1999-2000)

- ▶ Through his position on the House Transportation and Infrastructure Committee, DeFazio secured authorizations for seven Oregon projects totaling more than \$280 million in the Water Resources Development Acts of 1999 and 2000, S.507 signed into law on July 17, 1999 and

S.2796. approved by Congress on November 3, 2000.

- ▶ Successfully brokered compromise legislation, H.R. 2389, to guarantee increased federal timber sale payments to state and local governments for schools and road projects. DeFazio authored H.R. 1185 and H.R. 2868, bills to establish a permanent inflation-adjusted "safety net" for timber-dependant counties throughout the U.S. When these bills were blocked by House leadership, and with an alternate proposal blocked by a threatened Administration veto, DeFazio worked to break the legislative gridlock on the controversial issues and hammered out a compromise signed into law on October 30, 2000. The legislation means \$261 million annually for Oregon counties, an increase in annual payments of \$114 million.
- ▶ In addition to the increased funding for assessments, DeFazio also helped to secure \$5 million in emergency assistance to West Coast communities affected by groundfish disaster as part of the fiscal year 2000 emergency supplemental spending bill. This disaster funding will provide assistance to out of work fishermen and their families in the short-term.
- ▶ Secured enactment of S. 1937, legislation giving Bonneville Power Administration the authority to sell power to Joint Operating Entities (JOEs). The bill amends the Pacific Northwest Electric Power Planning and Conservation Act to allow small utilities to consolidate into Joint Operating Entities, purchase power in bulk quantities, and in turn pass the savings on to customers. In March, 2000 DeFazio testified before the House Commerce Committee in support of the legislation. The President signed the JOE legislation in to law on September 22, 2000.
- ▶ Secured \$2.35 million for the Port of Port Orford' s dock replacement project through an Economic Development Administration grant. DeFazio has been a longtime champion of this project which will support at least 320 jobs and contribute \$6 million annually in economic benefits to this economically depressed community.
- ▶ Received National Forest Counties and Schools Coalition Distinguished Service Award in appreciation for his dedication and commitment to the Forest Counties and Schools of America.
- ▶ Received a superior rating on the U.S. Business and Industry Council's trade report card Included on the USBIC's honor role for 2000. Honor role members demonstrate a commitment to defending the integrity and vitality of the American economy.

In the 105th Congress (1997-1998)

- ▶ From his position as a senior member of the House Transportation and Infrastructure Committee, DeFazio fought for an increased federal share of funds for Oregon transportation projects as part of the reauthorization of the \$200 billion federal transportation bill, H.R.2400.

His efforts helped secure a 52% increase in funding for Oregon. The legislation also included authorization for additional light rail service in Portland, designation of I-5 as a high priority corridor and a \$1.3 billion increase nationally for the Federal Lands Highways Program. High Priority Corridor designation makes Oregon eligible to receive additional funds for projects along I-5. Oregon is the top beneficiary nationally under the Federal Lands Highways Program because of its high concentration of Forest Service land. The bill was signed into law on June 9, 1998. As part of the 1998 transportation funding package he secured funding for the following projects in his congressional district:

\$10 million to renovate the 1930's era highway bridge crossing the Rogue River in Gold Beach. The renovations will allow continued safe use of the bridge while preserving its historic beauty.

\$10 million to renovate the Albany Train Station. The renovations will improve pedestrian, motor vehicle and bicycle access and allow the station to serve as a Greyhound bus station as well as an Amtrak train station.

\$5.5 million to repair the Coos Bay Rail Bridge. The crumbling bridge is in jeopardy of closing because of safety concerns. Its closure would force more truck traffic onto Highway 101 adding to congestion problems in the Bay Area.

\$3 million for study and design of a new interchange at I-5 and Beltline Road in Springfield. This interchange, with its antiquated clover-leaf design, has outlived its use and is a serious safety hazard.

\$8.8 million for development of Bus Rapid Transit in Lane County.

\$4.5 million for safety improvements to Highway 58 in Lane County.

\$2 million for construction of bike paths in Springfield, Eugene and Cottage Grove, linking existing bike paths to recreation areas and town centers.

\$2 million to renovate the Eugene train station.

In the 104th Congress (1995-1996)

► Author of H.R. 2673, the Fishing Families Relief Act, a bill giving states greater flexibility in the use of disaster relief funds for people employed in the commercial fishing industry. This bill was ultimately included in H.R.39, the "American Fisheries Act of 1996," and signed into law on October 11, 1996.

In the 103rd Congress (1993-1994)

▶ Facing the prospect of greatly reduced timber sale payments to county governments in Oregon, DeFazio worked with the Clinton Administration and county governments to craft a 10-year guaranteed safety net for Western Oregon counties, many of whom are highly dependent on federal timber sale receipts for services such as law enforcement and public health. The new formula is an entitlement that will require no annual appropriation. It was included in the Omnibus Budget Reconciliation Act of 1993, H.R.2264, enacted on August 10, 1993.

▶ Secured authorization for \$8.8 million for the Coos Bay channel deepening program included in the Water Resources Development Act of 1994 (WRDA94), H.R.4460, approved by the House of Representatives on October 3, 1994. Ultimately, enactment of WRDA94 was delayed and final authorization for the Coos Bay project was included in the fiscal year 1996 Energy and Water Appropriations bill, H.R.1905, enacted on November 13, 1995).

▶ DeFazio secured important federal funding for projects in Oregon, including:

Funding to maintain important dredging operations that keep Oregon rivers and harbors open to commercial and recreational traffic.

Funding to continue land acquisition for the innovative wetlands project in West Eugene, a national model for urban wetlands protection and restoration.

Funding to purchase of land around Tahkenitch Lake in the Oregon Dunes National Recreational Area. Tahkenitch Lake is one of the last undeveloped lakes along the Oregon coast.

Priority funding designation for road improvements along Oregon State Highway 138 in Douglas County and U.S. Hwy 101 along the Oregon coast.

Funding to help Lane Transit District construct a new downtown bus transfer station and acquire 23 new buses.

Funding to build a scenic by-way and bicycle route between the towns of Glendale, on Interstate 5, and Powers, about 50-miles away on the Coquille River. The cities of Powers and Glendale developed the project in conjunction with Rural Development Initiatives, Inc.

In the 102nd Congress (1991-1992)

▶ Using his position on the House Public Works and Transportation Committee, DeFazio

fought for a major funding increases in federal highway and mass transit spending in the omnibus surface transportation bill, including more than \$2 billion for projects in Oregon. The legislation, H.R.2950, the “Intermodal Surface Transportation Efficiency Act” (ISTEA) was signed into law on December 18, 1991. Oregon projects in the bill include:

- ▶ Also included in ISTEA, were provisions similar to those in legislation authored by DeFazio, H.R.2869, to allow highway trust fund money to be used for bike and pedestrian facilities. The legislation also promotes bike safety, requires that each state establish a bike coordinator and require bike and pedestrian needs to be considered in state transportation plans. DeFazio also founded the “Congressional Bicycle Working Group,” in 1991.

In the 101st Congress (1989-1990)

- ▶ Author of H.R. 1191, 3827, and 3828, bills to ban log exports from State and federal lands, and close the "substitution" loopholes that allow some companies to export logs from their private lands and purchase federal logs for their domestic milling operations. DeFazio's legislation formed the basis for the log export restrictions signed by President Bush on August 20, 1990.

- ▶ As part of H.R. 5314, the 1990 Water Resources Development Act (WRDA90), DeFazio secured language declaring dam operation and maintenance federal responsibilities. In 1990, the Army Corps of Engineers attempted to contract out much of the operations and maintenance of these dams, over the strong opposition of the region’s legislators who argued that efficient operation of dams in the Northwest was vital to the region’s economy. Studies of similar actions done at other facilities showed that the little cost savings that resulted from contracting out maintenance was far outweighed by the losses associated from the lack of reliable, quality service. DeFazio successfully argued that federal taxpayers have billions of dollars invested in these projects and it is important that they be maintained and operated properly. As a result, WRDA90, enacted on November 28, 1990, expressly prohibits the Corps from contracting out any dam operations and maintenance.

- ▶ Author of H.R. 4156, landmark legislation setting national standards for the production and labeling of organically produced foods, a growing industry in Oregon. H.R. 4156 was adopted as an amendment to the 1990 Farm Bill, H.R. 3950. It was the only amendment adopted on the floor of the House despite opposition from the Chairman of the House Agriculture Committee. The legislation became law on November 28, 1990.

TRANSPORTATION and INFRASTRUCTURE

U.S. Rep. Peter DeFazio has served on the House Transportation and Infrastructure Committee since he came to Congress in 1987, and has established a reputation as a leader on transportation issues.

DeFazio has been a leader on coastal and maritime issues. He represents Oregon's Fourth Congressional District, which includes the Pacific coast from Florence in the north, south through Brookings to the California Border. DeFazio served as Ranking Democrat on the House Coast Guard and Maritime Transportation Subcommittee in the 106th Congress. Since early in his career, DeFazio has worked against the efforts of Republican and Democratic administrations to reduce Coast Guard coverage along Oregon's south coast. Following the grounding of the New Carissa, DeFazio penned legislation to enhance the Coast Guard's authority to regulate and control foreign flagged vessels in U.S. waters. Several provisions from his legislation became part of the Maritime Transportation Antiterrorism Act of 2002, legislation to improve maritime security in response to the 9/11 terrorist attacks.

DeFazio has also been successful in restoring vital dredging funding slashed by both Republican and Democratic presidents. In addition, DeFazio has fought efforts to restrict use of the Army Corps of Engineers' Hopper Dredges, YAQUINA and ESSAYONS.

In the 107th Congress, DeFazio served as the Ranking Democrat on the House Water Resources and Environment Subcommittee. There, DeFazio co-authored bipartisan legislation to help local governments rebuild and improve aging water and sewer systems to meet federal mandates. Similar legislation has been reintroduced in this Congress and is still pending. He is also a founding member of the Water Infrastructure Caucus.

"DeFazio helps secure Siuslaw Coast Guard Station upgrade"
Siuslaw News, 4/24/04

"Congress recently restored the [dredging] money after intensive badgering by Rep. Peter DeFazio."
The Register-Guard, 2/2003

"DeFazio, who has battled incessantly for dredging funds for small coastal ports... DeFazio knows that keeping the Rogue's channel clear of sediment for navigational purposes is crucial to our community."
Curry County Reporter, 7/23/03

"DeFazio seeks matching funds for *our* infrastructure [to match what President Bush has proposed spending in Iraq]"

Daily Courier, 10/15/03

“DeFazio is once again leading the charge to restore dredging funds for shallow-draft channels on the south coast.”

Curry County Reporter, 4/15/02

“Congressman DeFazio deserves much of the credit for making sure funding for the rail bridge was included in TEA-21”

Koos News, 4/12/02

“[DeFazio] has used his seniority and clout to deliver funding for a long list of 4th District projects...”

Register-Guard, 10/7/00

“As a senior member... [DeFazio] is able to bring home the bacon for Oregon in the form of federal funding for highway projects, bridges, bicycle paths, ports and shipping channel improvements, and for environmental restoration and salmon recovery.”

Register-Guard, 4/29/99

In the 108th Congress (2003-2004):

► **DeFazio's first priority in the 108th Congress has been to boost the Oregon and U. S. economies and put Americans back to work. The first bill he introduced, H.R. 396,** which was introduced on January 28, 2003, **was an economic stimulus measure that** exempted the first \$10,000 in income from the Social Security payroll tax; extended unemployment assistance; provided \$50 billion in direct aid to state and local governments for infrastructure and social services; **and invested another \$50 billion to repair our nation's crumbling infrastructure.** To avoid increasing the federal budget deficit, the cost of DeFazio's economic stimulus legislation was covered by freezing the 2001-2003 tax cuts received by those earning more than \$311,000 a year. Independent experts, including the Congressional Budget Office, analysts at Economy.Com, and Nobel Prize winning economist Joseph Stiglitz reported that infrastructure investment, aid to states, and tax cuts targeted at those most in need would do more to boost the economy than the tax cuts advocated by President Bush.

► As a senior member of the House Transportation and Infrastructure Committee, **DeFazio obtained \$65 million worth of projects for Southwest Oregon in H.R. 3550, the Transportation Reauthorization legislation known as TEA-LU.** This legislation was approved by the House on April 2, 2004. DeFazio is a member of the conference committee currently meeting to resolve the differences between the House and Senate-passed versions of the bill. The following is a summary of the project funding DeFazio secured:

BENTON COUNTY

Highway 34 (Safety Improvements): Corvallis, Oregon (\$2,100,000)

Funds will be used to make safety improvements to the intersection of State Hwy. 34 and the Corvallis Bypass, OR 34/U.S. 20. Hwy. 34 is a key route for the movement of people and freight between the mid-Willamette Valley and the Oregon coast. It also provides access to Oregon State University and local businesses.

City of Corvallis, Bus Replacement: Corvallis, Oregon (\$1,240,000)

Funds will be used to replace current transit vehicles with new vehicles that are safer and more environmentally friendly. Replacement vehicles are expected to attract increased transit ridership and move more people out of their cars and on to public transit.

COOS COUNTY

North Bend Waterfront District Bike/Pedestrian Project: North Bend, Oregon (\$600,000)

The North Bend Downtown Waterfront District project is focused on the rehabilitation and diversification of the waterfront area from the U.S. Hwy. 101 central business district down to the "Old City Dock" along Harbor Avenue in order to promote economic development and tourism. As part of the overall project, this funding will be used to increase pedestrian and bicycle access to the waterfront itself.

City of Powers Bike/Pedestrian Project: Powers, Oregon (\$440,000)

State Highway 242 is currently without an adequate bicycle/pedestrian path. Children walking to school, residents walking to town and visitors from the County Park must walk on an unimproved path next to State Highway 242. This path is narrow and forces people to walk along the edge of the highway at many points. Funds will be used to construct a bicycle/pedestrian path from the U.S. Forest Service Station to the Coos County Park south to the Coquille River Bridge in order to provide a safe route to school, town, museums and the Health Loop or Glendale Bike route.

North Bank Lane/Randolph Road: Coos County, Oregon (\$4,200,000)

Funds will be used to make improvements to the Bandon-Charleston State Scenic Tour on Randolph Road and North Bank Lane by improving the paving, striping and widening the shoulders to make them safe for bicycling. To prevent flooding from tidal action along the Coquille River and the bridge over Fahys Creek, a portion of the road will be raised and replaced. The goal of the project is to address infrastructure needs

and provide better access to the Bandon Marsh Wildlife Refuge, which will enhance recreational opportunities for local residents and tourists.

CURRY COUNTY

Agness Road: Agness, Oregon (\$1,000,000)

Agness Road (FDR 33) is a U.S. Forest Service Road that is also a National Scenic Byway. This road provides an important transportation link between two counties and is the primary access route for the community of Agness. Unfortunately, the road has numerous unstable areas due to ground water, poor soil and deteriorated culverts. Funding will be used for improvements which will help provide a safe, maintainable asphalt road for the communities of Gold Beach and Agness that will reduce resource damage and sedimentation.

Rogue River Bike/Pedestrian Path: Curry County, Oregon (\$600,000)

This project will build eight miles of designated shoulder bicycle/pedestrian path on both sides of Jerry's Flat Road from U. S. Highway 101 beginning at the Patterson Bridge Interpretative Park in Gold Beach, Oregon, 10 miles up the Scenic Rogue River Route to the Lobster Creek Campground. Approximately two miles of bikeway already exist between milepost 3 and 5 on Jerry's Flat Road. Funding will be used for preliminary engineering, site preparation and paving. This path will provide a safe route for local users and visitors to the Rogue River Scenic Area and back to Gold Beach.

Hwy. 101 Turn Lanes: Gold Beach, Oregon (\$200,000)

The City of Gold Beach received a \$250,000 low interest loan from USDA to develop a Visitor Center at South Beach Park. As part of this project, a new turn lane will be needed on U.S. Hwy. 101 to ease congestion and improve access to the Visitor Center. Funds will be used to construct a turn lane on Hwy. 101 into the Visitor Center, which will run from the Center south to the Hunter Creek Turn-off.

DOUGLAS COUNTY

Weaver Road Interchange: Douglas County, Oregon (\$16,259,000)

Construction of the Weaver Road Bridge and interchange improvements will provide a safe connection between Interstate 5 and the City of Myrtle Creek, Oregon. The current I-5 exit providing access to Myrtle Creek, Exit 108, is located on the only 45 mile per hour curve on I-5 between the Mexican and Canadian Border. The exit cannot

be simply re-aligned due to its location between the South Umpqua River and a hillside rising over 1,000 feet. The Oregon Department of Transportation has reviewed many designs to re-align this exit, but they all eliminate the exit ramps to Myrtle Creek.

Construction of the Weaver Road Bridge would allow the use of an existing interchange at Exit 106 as the connection for the City of Myrtle Creek. After this project is complete, ODOT would have the ability to re-align Exit 108 and greatly improve safety on this section of interstate highway. This project will construct a new bridge over the South Umpqua River and widen the existing structure over I-5 to three lanes.

JOSEPHINE COUNTY

Highway 199, Laurel Road Junction Upgrade: Cave Junction, Oregon (\$2 million)

This project will construct a southbound left turn lane on U.S. 199 in Josephine County, Oregon. The Redwood Highway, U.S. 199, is a major tourist and economic link between the southern Oregon and northern California coastal communities and the interior valleys and Interstate 5. It is also used as a freight route. This project seeks to improve the operational efficiency of U.S. 199 at Laurel Road. Based on traffic analysis a southbound left turn lane will improve the operation and safety of the intersection.

U.S. Highway 199 Passing Lanes: Josephine County, Oregon (\$900,000)

Analysis done in 2000 by the Oregon Department of Transportation found that new passing lanes are needed on U.S. 199 between Grants Pass, Oregon, and the California border. Adding passing lanes would improve safety and help reduce accidents. Funds will be used to construct passing lanes between mileposts 10.0 and 11.0 and mileposts 21.0 and 22.0 on U.S. 199 in Josephine County.

Josephine Community Transit District, Vehicle Replacement (\$171,000)

Josephine Community Transit assumed responsibility for public transportation in this rural county in July 2000. The system has grown substantially from that time increasing from less than 700 riders per month to the current 3,000 per month. Vehicles currently in use were vehicles previously used for special transportation. These vehicles are aging, and have high mileage. Funds will be used to replace three vehicles, which will ensure dependable transportation for the high number of unemployed in Josephine County and students at Rogue Community College who depend on public transportation.

LANE COUNTY

I-5 Beltline Interchange Construction: Springfield, Oregon (\$15,000,000)

The Interstate 5/Beltline Interchange was constructed in 1968 when land uses in the area were primarily rural. Beltline Road crossed the interchange and stopped at Gateway street, which was a two-lane road with gravel shoulders. Today, the I-5/Beltline Road interchange is a major entryway from I-5 into the Eugene/Springfield metropolitan area. The interchange serves a local and regional transportation function on the I-5 corridor for the movement of goods and services. TEA-21 included \$3,000,000 for the environmental assessment and preliminary engineering for this interchange reconstruction. There is state and local agreement on the preferred alternative and local environmental work is complete. Funds will be used to help complete construction of the project.

Courthouse Transportation Improvements: Eugene, Oregon (\$6,000,000)

In 2001, the General Services Administration selected the former Agripac Cannery property in downtown Eugene as the site for a new federal courthouse. This area of Eugene, with its aging industrial structures and underutilized land between the core of downtown and the Willamette River, was seen as a key redevelopment opportunity. Currently, this area is isolated from downtown by a large volume of traffic, representing both local trips to downtown and through traffic on Highway 99. Unbraiding this traffic by providing new transportation routes and pedestrian crossings has been a key to the city's urban design plan for this area. Funds will be used to make various improvements to Sixth Avenue (Highway 99) from High to Broadway; 8th Street from Mill to Hilyard; Broadway from Mill to Hilyard; and Ferry from Broadway to 6th Street (Highway 99).

South Bank Trail Extension: Eugene, Oregon (\$1,920,000)

The South Bank Trail extension will provide a much needed link in Eugene's riverbank bicycle and pedestrian trail system. It would run along the south bank of the Willamette River and would provide safe and convenient connections between the Autzen Footbridge and the Knickerbocker Bicycle Bridge, increasing access to the University of Oregon campus, downtown Eugene and Springfield. Currently, cyclists and pedestrians must rely on a confusing on-street system to travel between the Autzen Footbridge and Knickerbocker Bridge or to access the 12 mile long riverbank trail system from the east university neighborhood. Funds will be used to close this missing link to the riverbank trail system, which acts as a nucleus to the entire metropolitan bikeways system.

Highway 99 Turn Lane: Cottage Grove, Oregon (\$90,000)

The Oregon Department of Transportation has planned a base project that will reconstruct the southbound Interstate 5 Exit 174 interchange with Gateway Boulevard. Improvements include the addition of several traffic lanes along with new traffic signals. This money will allow the addition of a northbound, right-only turn lane on Gateway Boulevard that will complete the interchange improvements and improve safety at the newly redesigned intersection.

Lane Transit District, BRT Buses (\$4,000,000)

Funds will be used to purchase new buses for Lane Transit District's Bus Rapid Transit service.

LINN COUNTY

Highway 20 Slide Study: Sweet Home, Oregon (\$1,000,000)

U.S. Highway 20 switches from pavement to gravel for a short stretch, east of Sweet Home, Oregon. Due to repeated slide activity on this stretch of highway, the Oregon Department of Transportation has decided to leave this portion of the highway unpaved until further study can be done to determine how best to repair and maintain this portion of roadway. As the mid-valley's most direct link to the Cascade mountains and Central Oregon, U.S. Highway 20 is a heavily used road that should not be left unpaved. Funds will be used to complete a study of this stretch of road and determine how it can be repaired in the future.

Albany Trestle Bridge: Albany, Oregon (\$6,000,000)

This wooden trestle bridge was constructed in 1926 and the piling is old and in poor condition. This is a strategic bridge as all of the traffic generated on the west side of the valley between Newberg and Monroe, Oregon, must pass over it. Greater than 50,000 carloads annually move over this structure, the equivalent of more than 144,000 truckloads. This includes the Georgia-Pacific paper mill at Toledo, Cascade Steel mill at McMinnville, SP Newsprint at Newberg, Hampton Lumber at Willamina, and Weyerhaeuser Lumber at Dallas. These industries employ 1,800 individuals and contribute \$90,000,000 in annual payroll to the local economy. Funds will be used to carry out this project, which will be matched by Portland and Western Railroad, the shortline railroad that owns and operates these tracks.

Albany Multimodal Facility, Transit Office Space: Albany, Oregon (\$880,000)

This project is part of the plan for the Albany Multimodal Facility in Albany, Oregon. Funds will be used to rehabilitate the existing Rail Express Agency building at the Multimodal Facility and convert it to office space for the local transit system.

Providing office space at the transit system's primary transfer station will improve efficiency of the transit system by allowing increased flexibility in the design of bus routes and schedules. It will also provide for improved communication and coordination with the other transportation services based at the site including Amtrak and Greyhound.

Albany Multimodal Facility, Pedestrian Path (\$400,000)

Funds will be used to construct a pathway from the Albany Multimodal Facility under the Pacific Boulevard overpass to Swanson Park and the neighborhood beyond. This project, which is part of the larger multimodal facility project, will improve pedestrian access to the facility.

▸ In a continuing effort to put Americans to work and repair our crumbling infrastructure, **DeFazio coauthored H.R. 1738, the American Parity Act, which was introduced on April 10, 2003. This legislation requires that every dollar spent on infrastructure and social services in Iraq be matched by a dollar spent on infrastructure and social services in the United States. Matching the Bush estimates for rebuilding Iraq, the American Parity Act would provide \$25 billion or more for road and bridge repairs, school construction, energy and water infrastructure, education, health care, and other critical needs in Oregon and around the country. This investment could create more than one million living wage jobs. The bill currently has 106 cosponsors.**

▸ **DeFazio again took a leading role in fighting to restore dredging funding for small ports. Dredging is critical for public safety and economic vitality of coastal towns. While President Bush zeroed out funding in the budget he submitted to Congress, DeFazio was able to get funding restored in H.R. 4614, the fiscal year 2005 Energy and Water appropriations act as approved by the House on June 25, 2004. The Senate has not yet acted on the measure. DeFazio secured \$518,000 for the Port of Brookings Harbor; \$263,000 for the Port of Bandon; \$350,000 for the Port of Port Orford; \$350,000 for the Port of Gold Beach; \$250,000 for the Port of Siuslaw; and \$450,000 for the Port of Umqua. DeFazio also helped to increase funding for the Port of Coos Bay to \$6.5 million, \$737,000 more than requested by President Bush.**

This funding is in addition to the dredging money included last year in H.R. 2673, the fiscal year 2004 Consolidated Appropriations Act, at the request of DeFazio. H.R. 2673 was signed into law on January 23, 2004. In the Energy and Water portion of H.R. 2673, **DeFazio secured \$350,000 for Brookings Harbor; \$300,000 for the Port of Bandon; \$250,000 for the Port of Port Orford; \$400,000 for the Port of Gold Beach; \$425,000 for the Port of Umpqua; and \$150,000 for the Port of Siuslaw.**

▸ In July 2002 a depression was observed along the downstream face of **Fern Ridge dam** and increased seepage was also observed. Closer examination of the dam indicated that the pipes in

the dam's embankment drainage system are corroding and the system is failing. In response to this need for repair, **DeFazio secured \$1.5 million in H.R. 2673 (fiscal year 2004) to make improvements at Fern Ridge Dam and an additional \$1.1 million in the fiscal year 2005 Energy and Water Appropriations Act (H.R. 4614) for the maintenance and rehabilitation of Fern Ridge Dam. H.R. 4614 was approved by the House on June 25, 2004. It is awaiting action in the Senate.**

▸ **DeFazio obtained \$250,000 in H.R. 4614 to help fund the City of Eugene's Delta Ponds restoration project.** The program will restore to the Willamette Valley flood plain, aquatic habitat that was lost due to filling, flood control and development. The ponds will be connected to the Willamette River to establish a flood plain habitat, and improve water flow and water quality.

▸ **\$150,000 for improvements to the City of Sweet Home's wastewater system was included at DeFazio's request in the fiscal year 2005 Veterans Affairs and Housing and Urban Development, and Independent Agencies Appropriations Act. This legislation was approved by the House Appropriations Committee on July 22, 2004. The full House has not yet considered the bill.** Sweet Home's wastewater system is over 50 years old and in desperate need of repair. There are a number of serious collection system problems affecting the water quality of the Santiam River, which receives the discharge from the system. The city recently completed a comprehensive study of the system to determine what repairs need to be made. The city has increased sewer rates to cover some of the costs, but federal dollars are needed to supplement those funds.

▸ **DeFazio was also able to secure \$225,000 for the construction of a Seafood Processing Plant at the Port of Brookings Harbor in the House Appropriations Committee's version of the FY05 VA-HUD appropriations bill.** This fish processing plant is the final component of a major economic development initiative at the Port of Brookings Harbor. The new processing plant will fit nicely with the critical infrastructure that is already in place—a new fueling station and state-of-the-art cold storage facility. The facility will benefit Southern Oregon commercial fishermen, and will open new markets for both traditional and underdeveloped fish products. It will enhance the local economy and create much-needed jobs. The only fish processing facility on the Southern Oregon Coast closed two years ago. Since then, three processors have approached the Port about relocating to Brookings Harbor. With the construction of the processing plant, all the critical infrastructure will be in place.

Fiscal Year 2004 appropriations secured by DeFazio include:

▸ **DeFazio obtained \$1 million for the Springfield Millrace** in the Energy and Water section of H.R. 2673. The project aims to improve water quality and enhance fish habitat in the millrace and millpond.

▸ **DeFazio helped secure \$75,000 in H.R. 2673 for Lane County Public Health Facilities** to

help expand and enhance its public health facilities to better respond to public health crises including acts of bioterrorism.

- ▶ **DeFazio secured \$6,750,000 in H.R. 2673 for the Lane Transit District.** The funding includes \$4 million for completion of Springfield Station in downtown Springfield, \$2 million for LTD's Bus Rapid Transit project Phase II and Phase III, and \$750,000 to expand the bus maintenance facility.
- ▶ **H.R. 2673 also included \$250,000 requested by DeFazio for the City of Corvallis** to replace aging buses used for public transportation.
- ▶ **DeFazio secured \$200,000 in H.R. 2673 for Job Access Reverse Commute funding for Jackson and Josephine Counties.** This funding will be used to develop transportation services for welfare recipients and low income individuals to and from jobs, and to develop transportation services from urban centers to suburban employment opportunities.
- ▶ **DeFazio secured \$75,000 in H.R. 2673 to help Douglas County develop and construct a Community Recreation Pavilion and Community Picnic Pavilion at the Marina RV Resort.** This adds to the \$180,000 for this project that was included in the Fiscal Year 2003 Omnibus Appropriations bill.
- ▶ **H.R. 2673 included \$100,000 in community development funding inserted at the request of DeFazio to help complete the Wildish Community Theater in downtown Springfield.** The new theater will provide arts groups with a small, affordable and attractive place to rehearsal and perform and will continue the revitalization of downtown Springfield.
- ▶ **DeFazio secured \$75,000 in community development funding in H.R. 2673 to help construct the Swanson Family Aquatic Center in Albany.** Funding will help replace the 61 year old Swanson Pool, whose closure in 1999 left the community without a public outdoor swimming facility.
- ▶ **DeFazio requested and received \$100,000 in H.R. 2673 to help construct the Albany-Millersburg Joint Water Project. This funding will be added to the \$450,000 secured in the Fiscal Year 2003 Omnibus Appropriations bill.** The Joint Water Project will create a new raw water intake, a pump station, pipelines to convey raw water to treatment, a new membrane filtration joint water treatment facility with storage, and transmission mains to transport finished water to each city. A new water source is critical for both Albany and Millersburg to ensure that their drinking water needs are adequately met now and in the future.
- ▶ In the Interior Department section of H.R. 2673, **DeFazio secured \$450,000 for rehabilitation work at Waldo Lake.**

▸ The City of Albany currently has 27 miles of old steel water lines that are leaking water and need to be replaced. Rep. DeFazio secured language in H. R. 2673 that will provide Albany with special consideration for grant funding through the USDA to help address this \$16 million dollar problem.

▸ **DeFazio was able to include several projects from the 4th Congressional District in the Water Resources Development Act of 2003, H.R. 2557. This legislation was approved by the House of Representatives on September 24, 2003, but it has not yet been considered in the Senate.** The following projects and proposals are included in H. R. 2557:

1. Language authorizing the establishment of a program to allow small businesses to receive compensation for losses due to the draw down conducted as part of the Willamette Temperature Control project in 2002.
2. Language authorizing a study of water resources along Sutherlin Creek to determine the feasibility of carrying out a project to restore and enhance aquatic resources. If the Secretary determines the project is feasible, \$2.5 million is authorized for the Corps to carry out the project.
3. Language requiring the Corps of Engineers to conduct a study to determine the feasibility of undertaking ecosystem restoration and fish passage improvements on rivers throughout the State of Oregon. Up to \$5 million is authorized for the study and to carry out pilot projects in conjunction with this study.
4. Language requiring the Corps of Engineers to conduct a study to determine the feasibility of restoring the millrace in Eugene, Oregon. If restoration of the millrace is feasible, \$20 million is authorized to be appropriated.
5. Language authorizing the payment of \$2.5 million to the University of Oregon to cover the research and curation support previously provided to the Federal Government as a result of Corps projects in Oregon.
6. Language authorizing the conveyance of land to the Lowell School District.
7. A Sense of Congress that the Secretary of the Army should work to immediately remedy the situation at Fern Ridge Dam, due to the rapid deterioration of the dam.
8. Language requiring the Secretary of the Army to conduct a study on the appropriate use of the Federal hopper dredge fleet.

▸ **Thanks to pressure from Rep. DeFazio and others, including the Pacific Northwest Waterways Association, the Corps announced in September of 2003 that they would increase the number of days that the dredge Essayons is permitted to operate from 185 to**

192 days per year for 2003 and future years. The ability of the Essayons to work these additional days will help ensure that workday limitations do not prevent the Columbia River and Coos Bay channel from being dredged to their authorized depth.

▸ **After repeated requests from DeFazio, the Coast Guard announced in April of 2004 that it would upgrade the Siuslaw Coast Guard Station in Florence from a small station to its original status as an independent station.** Coast Guard Stations Umpqua River and Siuslaw River were consolidated in fiscal year 1996. As a result, of this consolidation, the Siuslaw Station lost personnel, as well as administrative and support functions which were transferred to the Umpqua River Station. Upgrading the Siuslaw Station's status will enhance the ability of the Coast Guard at the Siuslaw River to provide lifesaving resources for the local commercial fisherman, tourists and the community at large.

▸ **DeFazio is a cosponsor of H.R. 876, Local Railroad Rehabilitation and Investment Act of 2003.** This legislation provides a credit against income tax for expenditures for the maintenance of railroad tracks of Class II and Class III railroads.

▸ **DeFazio also cosponsored H.R. 1617, the National Rail Infrastructure Program Act.** This legislation directs the Secretary of Transportation to establish a National Rail Infrastructure Program to provide grants for projects addressing railroad infrastructure and systems deficiencies.

▸ **DeFazio was an original cosponsor of H.R. 2615, the Rebuild America Act of 2003.** This legislation 1) authorizes the creation of Amtrak bonds that would be used to finance a multiple year capital spending plan, 2) establishes a program of capital grants for the rehabilitation, preservation, or improvement of class II and III railroad track used primarily for freight transportation 3) authorizes appropriations for port security grants, and 4) requires EPA to assist States in establishing simplified and more flexible grants and loans for small water treatment works to obtain assistance.

▸ True Champ of Motorcyclists Rights Award, ABATE of Oregon, March 2004.

In the 107th Congress (2001-2002):

▸ DeFazio played a role in the Maritime Transportation Antiterrorism Act of 2002, H.R. 3983, which authorizes \$249 million in grants over three years for enhanced facility security at U.S. ports, and establishes a comprehensive national antiterrorism system supported by port vulnerability assessments conducted by the Coast Guard. The bill included three provisions pushed by DeFazio to require vessels that enter U.S. waters to give 96-hour notification before entering, be equipped with transponders, and create response plans for use in the event of a catastrophic emergency. H.R. 3983 was approved by the House on June 4, 2002. H.R. 3983 was incorporated into S. 1214, the Port and Maritime Security Act of 2001, which was signed

into law on November 25, 2002.

- ▶ During the floor debate on H.R. 2299, the fiscal year 2002 Transportation Appropriations bill, DeFazio successfully offered an amendment to provide \$720,000 to establish a toll-free airline consumer hotline at the Department of Transportation. DOT currently compiles statistics and provides a report on customer complaints, but few airline passengers know how to contact the office to get help. This phone line will provide the traveling public and the airlines with a better measure of how well the airlines are providing customer service. H.R. 2590 was signed into law on December 18, 2001.
- ▶ DeFazio is an original cosponsor of H.R. 3166, the “Rebuild America: Financing Infrastructure Renewal and Security for Transportation Act of 2001.” H.R. 3166 provides \$50 billion to improve the security of our rail, highway, transit, maritime, and aviation infrastructure. By leveraging federal infrastructure investments, the ten-year cost to the U.S. Treasury is less than \$35 billion and it would create approximately 2.1 million jobs and \$105 billion in economic activity. DeFazio is also a cosponsor of H.R. 1020, the “Railroad Track Modernization Act of 2001, legislation to establish a grant program for the rehabilitation, preservation, or improvement of railroad track.
- ▶ DeFazio co-authored legislation, H.R. 3930, the Water Quality Financing Act of 2002, along with Representative John Duncan (R-TN). The bill authorizes \$20 billion over five years in federal grants to states for use in state revolving loan funds that protect our nation’s water quality and provides needed assistance for wastewater infrastructure. H.R. 3930 was approved by the House Transportation and Infrastructure Committee on March 20, 2002. The full House did not act on the measure.
- ▶ DeFazio is an original cosponsor of H.R. 2329, the “High-Speed Rail Investment Act,” legislation to provide \$12 billion over 10 years for the development of high-speed rail transportation in 12 regional corridors, including one in the Pacific Northwest.
- ▶ DeFazio continued his efforts to maintain federal dredging of Northwest ports. DeFazio coordinated letters from the Northwest delegation to the Army Corps of Engineers expressing the need to maintain the hopper dredges YAQUINA and ESSAYONS, which perform critical dredging in Northwest ports. Thanks in part to DeFazio's advocacy, the Army Corps has decided not to further decrease availability of the YAQUINA or ESSAYONS in the coming year.
- ▶ DeFazio coordinated a letter to the House Appropriations Committee requesting full funding for dredging shallow draft channels and harbors in the fiscal year 2003 Corps of Engineers budget. The budget submitted to Congress by President Bush eliminated funding for 150 ports across the country, including Bandon, Gold Beach, and Brookings. The Appropriations Committee responded to DeFazio's request and restored funding for Oregon ports in H.J. Res. 2, the fiscal year 2003 Omnibus Appropriations Bill.

- ▶ Thanks in part to the continued support and advocacy of the program by DeFazio, the Coast Guard is beginning Phase II of its aviation parts bar coding project. The project permanently marks flight critical aircraft parts with bar code technology. This technology allows tracking of each aviation part through out its useful life, aids in inventory management, and most importantly prevents bogus parts from entering Coast Guard inventories. Phase I of the project began in 1998. Phase II began on July 17, 2002.

- ▶ Secured \$2 million in H.R. 2590, the fiscal year 2002 Treasury, Postal Appropriations Act, for Lane Transit District (signed into law on November 12, 2001) and an additional \$2 million in H.J.Res. 2, the fiscal year 2003 Omnibus Appropriations Act, which was signed into law on February 20, 2003.

- ▶ DeFazio successfully pursued funding for additional transportation projects in H.J.Res. 2, including: \$220,000 for the City of Albany to replace one mass transit bus; and \$500,000 for the City of Eugene to make transportation improvements around the Wayne Morse Courthouse currently under construction.

- ▶ DeFazio successfully fought for the return of lifesaving capabilities to the Coast Guard's Siuslaw station in Florence after boat crews were removed following the September 11, 2001, terrorist attacks. The removal of the boats had left the Siuslaw station without search and rescue capabilities. DeFazio's advocacy led to the return of crews to the Siuslaw station on November 26, 2001.

- ▶ DeFazio helped win additional funding for the Coast Guard to ensure the continued operation of the seagoing buoy tender USCG COWSLIP. The Coast Guard had planned to retire the COWSLIP in 2001, two years before a replacement would be available. DeFazio helped secure full funding of the Coast Guard's request in the Supplemental Appropriations bill that was folded into H.R. 3338, the fiscal year 2002 Defense Appropriations bill. H.R. 3338 was signed into law on January, 10, 2002.

- ▶ DeFazio worked with the Oregon Department of Transportation and the U.S. Department of Transportation to secure \$1 million to help fund an upgrade of the Sutherlin interchange on Interstate 5. The road improvements are needed to accommodate traffic that would be created by the location of a car assembly plant being built by the Korean Company ATT R&D.

- ▶ DeFazio succeeded in getting the Oregon Department of Transportation to place signs reading "Oregon Beaches" at Exit 55 on I-5 in Grants Pass. This will help direct motorists to Brookings and other destinations on the South Coast, thus providing a needed tourism boost.

- ▶ DeFazio successfully obtained funding for a number of additional projects in Southwest Oregon in H.J.Res 2, including:

\$450,000 for the Albany/Millersburg Joint Water Project;

\$225,000 for the Eugene/Springfield Metropolitan Wastewater Commission

\$180,000 for the Sutherlin Watershed Management Plan

\$180,000 for the Douglas County Salmon Harbor Marina Public Pavilion

\$67,500 for the Oakridge Community Center

- ▶ Secured language in H.R. 2330 giving the port of Brookings Harbor priority consideration for a rural business enterprise grant under the Rural Community Advancement Program. Brookings Harbor needs funding for several projects it is working on to improve the port's infrastructure and expand opportunities for business at the port.
- ▶ DeFazio drafted legislation, H.R. 5436, to extend the hydroelectric dam license granted to the City of Albany to begin renovation of a dam owned by the City. H.R. 5436 was signed into law on December 19, 2002.
- ▶ DeFazio introduced legislation, H.R. 4601, with the support of the entire Oregon House delegation, to transfer a parcel of land owned by the Bureau of Land Management just south of the Umpqua River to Douglas County in order to improve access to the Oregon Dunes National Recreation Area.
- ▶ Received the City of Gold Beach Coup of the Year Award for "judiciously, prudently, and shrewdly pulling off the deal that has successfully saved the City of Gold Beach \$200,000." The award was in recognition for DeFazio's work on the Gold Beach bridge restoration project.

In the 106th Congress (1999-2000)

- ▶ From his position as the top Democrat on the House Coast Guard and Maritime Transportation Subcommittee, DeFazio successfully pushed through an amendment he authored to H.R. 820, the 1999 Coast Guard Reauthorization Act to enhance the Coast Guard's authority to regulate and control foreign flagged vessels in U.S. waters. DeFazio's amendment was written to address concerns raised by the grounding, in early 1999, of the Panamanian flagged vessel, the *New Carissa*, off of Coos Bay. The legislation was approved by the House of Representatives on March 17, 1999.
- ▶ Successfully advocated for repairs to the historic Heceta Head Lighthouse to ensure its light, a major historic and scenic tourist attraction and a symbol of the Oregon coast, continues to operate.
- ▶ Author of H.R. 1725, a bill to transfer BLM land located along the Galesville Reservoir in

southern Douglas County, Oregon to the county for development as a public campground. The legislation was signed into law on November 6, 2000.

- ▶ Author of legislation, H.R.4189, to authorize funding for a ship scrapping pilot program at the U.S. Maritime Administration (MARAD). The legislation would allow qualifying U.S. shipyards to scrap its obsolete vessels, rather than sending them overseas where they are scrapped in extremely dangerous conditions. The bill overrides MARAD's statutory obligation to sell its obsolete vessels, by acknowledging that to scrap vessels in an environmentally responsible manner will require funding. The bill was the subject of a House Coast Guard and Maritime Administration Subcommittee hearing on May 24, 2000 and legislation to authorize a similar program was included in H.R.4205, the Fiscal Year 2001 Department of Defense Authorization bill, enacted on October 30, 2000. Ten million dollars for the program was included in H.R. 4576, the Department of Defense Appropriations bill for fiscal year 2001, signed into law on August 9, 2000.

- ▶ Secured \$1 million for new runway lighting at the North Bend airport, \$13 million for the Oregon Department of Transportation's backlog of emergency road repairs, and \$1 million for new Lane Transit District buses. This funding was included in the fiscal year 2001 Transportation Appropriations bill, H.R.4475, signed into law on October 23, 2000. In the fiscal year 2000 Transportation Appropriations bill, H.R.2084, signed into law on October 29, 1999, DeFazio secured \$500,000 for track improvements in Linn and Multnomah counties to facilitate implementation of high speed rail.

- ▶ Through his position on the House Transportation and Infrastructure Committee, DeFazio secured authorizations for seven Oregon projects totaling more than \$280 million in the Water Resources Development Acts of 1999 and 2000, S.507 signed into law on July 17, 1999 and S.2796. approved by Congress on November 3, 2000. The projects include:

\$64.7 million for the construction of temperature control towers at Cougar and Blue River Reservoirs. The project is designed to protect threatened fish species by controlling temperature fluctuations caused by dam operations.

\$2.6 million for an environmental restoration project along the Springfield Millrace. The project aims to improve water quality and enhance fish habitat in the millrace and millpond.

\$3 million for an environmental restoration project on the Upper Amazon Creek in Eugene. The project will restore the natural channel of the creek and enhance the stream ecosystem.

Up to \$30 million for non-structural, watershed-based flood control projects on the Willamette River. The project aims to restore the river's natural floodplain to prevent future flood damage and create wetlands habitat for plants and

animals, including threatened and endangered fish species.

\$1 million to prevent river bank erosion along the Willamette River at Skinner Butte Park in Eugene.

\$183.6 million to deepen the Columbia River shipping channel. The project will increase the channel depth from 40 feet to 43 feet, enabling larger ships to call on Columbia river ports.

\$2.5 million for an environmental restoration project along the Eugene Millrace.

\$4.6 million for an environmental restoration project on the Central Amazon Creek in Eugene.

\$3.62 million to restore Delta Ponds approximately 200 acres of park and open space owned by the City of Eugene providing potential habitat for aquatic species, including endangered birds and fish and migratory birds.

- ▶ At DeFazio's request, both WRDA bills also continue the operation of the Northwest dredges the *Essayons* and the *Yaquina*. Dredging privatization forces have continually attempted to eliminate these two dredges which serve Northwest ports. These efforts are vigorously opposed by Northwest ports and DeFazio.
- ▶ Secured \$2.35 million for the Port of Port Orford's dock replacement project through an Economic Development Administration grant. DeFazio has been a longtime champion of this project which will support at least 320 jobs and contribute \$6 million annually in economic benefits to this economically depressed community.
- ▶ Founding member of the House "Water Infrastructure Caucus," to address the nation's water infrastructure needs. The goal of the caucus is to enact legislation authorizing federal funding for communities to build new drinking water and sewage treatment facilities.

In the 105th Congress (1997-1998)

- ▶ From his position as a senior member of the House Transportation and Infrastructure Committee, DeFazio fought for an increased federal share of funds for Oregon transportation projects as part of the reauthorization of the \$200 billion federal transportation bill, H.R.2400. His efforts helped secure a 52% increase in funding for Oregon. The legislation also included authorization for additional light rail service in Portland, designation of I-5 as a high priority corridor and a \$1.3 billion increase nationally for the Federal Lands Highways Program. High Priority Corridor designation makes Oregon eligible to receive additional funds for projects along I-5. Oregon is the top beneficiary nationally under the Federal Lands Highways

Program because of its high concentration of Forest Service land. The bill was signed into law on June 9, 1998. As part of the 1998 transportation funding package he secured funding for the following projects in his congressional district:

\$10 million to renovate the 1930's era highway bridge crossing the Rogue River in Gold Beach. The renovations will allow continued safe use of the bridge while preserving its historic beauty.

\$10 million to renovate the Albany Train Station. The renovations will improve pedestrian, motor vehicle and bicycle access and allow the station to serve as a Greyhound bus station as well as an Amtrak train station.

\$5.5 million to repair the Coos Bay Rail Bridge. The crumbling bridge is in jeopardy of closing because of safety concerns. Its closure would force more truck traffic onto Highway 101 adding to congestion problems in the Bay Area.

\$3 million for study and design of a new interchange at I-5 and Beltline Road in Springfield. This interchange, with its antiquated clover-leaf design, has outlived its use and is a serious safety hazard.

\$8.8 million for development of Bus Rapid Transit in Lane County.

\$4.5 million for safety improvements to Highway 58 in Lane County.

\$2 million for construction of bike paths in Springfield, Eugene and Cottage Grove, linking existing bike paths to recreation areas and town centers.

\$2 million to renovate the Eugene train station.

- ▶ Secured \$2 million in funding for Lane Transit District buses in H. R.2169, the fiscal year 1998 Transportation Appropriations bill, signed into law on October 27, 1997.

In the 104th Congress (1995-1996)

- ▶ Since early in DeFazio's career, Republican and Democratic Administrations have proposed reductions in Coast Guard coverage along Oregon's south coast. DeFazio has been successful in warding off those cuts. In 1995, DeFazio offered an amendment on the floor of the House to maintain small boat lifesaving stations in Bandon and Gold Beach. His amendment failed, but service was restored administratively at his urging.

- ▶ DeFazio offered a successful amendment to the Transportation and Infrastructure Committee's Budget Reconciliation bill to continue federal dredging at ports along Oregon's

coast. He prevailed in maintaining West Coast dredging services in the 1996 Water Resources Development Act, H.R. 3592, which also included DeFazio-sponsored provisions providing advance maintenance dredging at Oregon ports and authorizing channel improvements for the Port of Portland and an environmental restoration project on Lower Amazon Creek in Eugene. The bill was enacted into law on October 12, 1999.

- ▶ DeFazio secured funding for important S.W. Oregon projects, including \$2.5 million for the Lane Transit District to complete its downtown Eugene transfer station and \$1 million for further land purchases the West Eugene wetlands project in 1996.

In the 103rd Congress (1993-1994)

- ▶ Secured authorization for \$8.8 million for the Coos Bay channel deepening program included in the Water Resources Development Act of 1994 (WRDA94), H.R.4460, approved by the House of Representatives on October 3, 1994. Ultimately, enactment of WRDA94 was delayed and final authorization for the Coos Bay project was included in the fiscal year 1996 Energy and Water Appropriations bill, H.R.1905, enacted on November 13, 1995).
- ▶ DeFazio secured important federal funding for projects in Oregon, including:

Funding to maintain important dredging operations that keep Oregon rivers and harbors open to commercial and recreational traffic.

Funding to continue land acquisition for the innovative wetlands project in West Eugene, a national model for urban wetlands protection and restoration.

Funding to purchase of land around Tahkenitch Lake in the Oregon Dunes National Recreational Area. Tahkenitch Lake is one of the last undeveloped lakes along the Oregon coast.

Priority funding designation for road improvements along Oregon State Highway 138 in Douglas County and U.S. Hwy 101 along the Oregon coast.

Funding to help Lane Transit District construct a new downtown bus transfer station and acquire 23 new buses.

Funding to build a scenic by-way and bicycle route between the towns of Glendale, on Interstate 5, and Powers, about 50-miles away on the Coquille River. The cities of Powers and Glendale developed the project in conjunction with Rural Development Initiatives, Inc.

In the 102nd Congress (1991-1992)

► Using his position on the House Public Works and Transportation Committee, DeFazio fought for a major funding increases in federal highway and mass transit spending in the omnibus surface transportation bill, including more than \$2 billion for projects in Oregon. The legislation, H.R.2950, the “Intermodal Surface Transportation Efficiency Act” (ISTEA) was signed into law on December 18, 1991. Oregon projects in the bill include:

\$515 million for construction of the Westside Light Rail project.

\$23.7 million for reconstruction of the Ferry Street Bridge in Eugene.

\$6 million for a bypass on Interstate-5 at Salem.

\$14.2 million to widen 2.7 miles on U.S. Highway 26.

\$2.1 million to construct a railroad bridge near the Port of Portland.

► Also included in ISTEA, were provisions similar to those in legislation authored by DeFazio, H.R.2869, to allow highway trust fund money to be used for bike and pedestrian facilities. The legislation also promotes bike safety, requires that each state establish a bike coordinator and require bike and pedestrian needs to be considered in state transportation plans. DeFazio also founded the “Congressional Bicycle Working Group,” in 1991.

In the 101st Congress (1989-1990)

► As part of H.R. 5314, the 1990 Water Resources Development Act (WRDA90), DeFazio secured language declaring dam operation and maintenance federal responsibilities. In 1990, the Army Corps of Engineers attempted to contract out much of the operations and maintenance of these dams, over the strong opposition of the region’s legislators who argued that efficient operation of dams in the Northwest was vital to the region’s economy. Studies of similar actions done at other facilities showed that the little cost savings that resulted from contracting out maintenance was far outweighed by the losses associated from the lack of reliable, quality service. DeFazio successfully argued that federal taxpayers have billions of dollars invested in these projects and it is important that they be maintained and operated properly. As a result, WRDA90, enacted on November 28, 1990, expressly prohibits the Corps from contracting out any dam operations and maintenance.

► DeFazio was able to jump-start these Oregon projects:

Priority designation and funding for an outpatient clinic to serve veterans on Oregon's south coast. The clinic was completed in 1991.

Priority designation for a runway extension at Eugene's Mahlon Sweet airport.

Funding for a pilot program at the U of O to design energy efficient prefabricated housing. The program is one of the only ones of its kind in the nation and offers an opportunity to develop a new local industrialized housing industry.

In the 100th Congress (1987-1988)

- ▶ DeFazio was able to obtain funding for these important Oregon projects:

\$2 million for site analysis and design work aimed at replacing the Ferry Street Bridge. The funds were included in H.R.2, the Highway Trust Fund Reauthorization Act of 1987, enacted on April 2, 1987.

Priority designation for the North Bend Airport, allowing the airport to successfully compete for \$2.65 million in federal grants for a much needed runway extension.

Priority designation for the aging South Slough Bridge in Charleston. The bridge was one of only three in the nation to receive the designation in the Fiscal Year 1989 Transportation Appropriations Bill.

\$330,000 in the Bureau of Land Management's 1988 appropriation for the construction of the Dean Creek Elk Viewing Site near Reedsport.

Authorization for a \$600,000 study of the Willamette River Basin. The study will help alleviate low-water problems at Fern Ridge Reservoir and will help improve the management of the basin's 12 other federally-owned reservoirs. No study has been conducted since 1938.

AVIATION

The nine-term Democrat has served on the House Transportation and Infrastructure Committee since he came to Congress in 1987, and has established a reputation as a leader on transportation issues in Congress.

Rep. DeFazio currently serves as the Ranking Democrat on the House Aviation Subcommittee. In his nearly 18 years on the Aviation Subcommittee, DeFazio has developed a reputation as an articulate and persistent advocate for the interests of the flying public.

Most notably, DeFazio worked on the “Aviation and Transportation Security Act” passed by Congress and signed into law in November 2001, after the terrorist attacks. The legislation improved the security of our nation’s airports and airways by federalizing airport screeners, increasing the number of Federal Air Marshals, and improving bag screening at airports, among other things. He also authored an amendment which was incorporated into the bill, to allow all commercial airline pilots the option to be certified and armed.

A longtime advocate for airline passenger rights, DeFazio proposed the "Aviation Consumer Right To Know Act," with the goal of giving consumers improved access to information including airline ticket purchases, flight delays and seat availability. DeFazio authored an amendment included in the fiscal year 2002 Transportation Appropriations Act to establish the first-ever national toll-free customer complaint phone number at the Department of Transportation. He also introduced a bill to eliminate the dual mandate of the FAA to both promote safety and the economic interests of the commercial aviation industry, making safety the first and only priority of the FAA. A modified version of his legislation was enacted as part of the FAA reauthorization bill in 1996.

The senior Democrat has been a vocal advocate for maintaining and improving air service to small and medium sized communities. DeFazio secured approval of legislation he authored establishing a new grant program to help improve air service to small communities, as part of an FAA Reauthorization bill enacted in 2000. Most recently, DeFazio was able to increase authorization levels for the program from \$27.5 million to \$35 million in the 2003 FAA Reauthorization Act.

"DeFazio calls for better air quality on airliners"
The Register-Guard, 2/10/04

"DeFazio leads push to investigate safety after deadly airplane crash"
Albany Democrat-Herald, 5/2/04

"DeFazio Makes it Safer to Fly"
The Oregonian, 8/3/04

"The people of Oregon were well-served this year with the remarkable leadership of Rep. Peter DeFazio, D-Springfield, during this year's effort to reject selling out the safety of our nation's skies to the lowest bidder... DeFazio's courage in standing up for what is right for the flying public is an inspiration."

Letter from John Carr, President, National Air Traffic Controllers Association, published in the Springfield News, 11/26/03

"DeFazio was also last week elected the ranking Democrat on the House's Aviation Subcommittee, where his work to make the nation's airlines safer began before the terrorist attacks 17 months ago."

The Register-Guard, 2/21/03

"DeFazio's efforts to protect the skies are extraordinary"
Springfield News, 11/26/03

"DeFazio helped save our air traffic control system"
Grants Pass Daily Courier, 12/2/03

"After Sept. 11, DeFazio surfaced as a key player on airline security, an area he's watched since entering Congress. DeFazio was one of three House Democrats who helped write a compromise bill creating a new transportation security agency and making all baggage screeners federal workers."

The Oregonian, 1/23/02

In the 108th Congress (2003-2004):

► **As the ranking member of the House Aviation Subcommittee, DeFazio played an integral role in the development of H.R. 2115, Vision 100—Century of Aviation Reauthorization Act.** This important legislation continues the procedural protections of AIR-21 that ensure all the taxes and revenues coming into the aviation trust fund from passengers and pilots are fully spent and that capital programs are fully funded. **DeFazio was able to help secure at least \$24 million annually for Oregon in the bill for a total of \$101.5 million through 2007.** In addition, the legislation includes the following provisions supported by Rep. DeFazio:

1. Increases Airport Improvement Program (AIP) funding from \$3.4 billion to \$3.7 billion over the 4 year life of the bill.
2. Continues the Small Community Air Service Development Program and increases its authorization from \$27.5 million to \$35 million.
3. Directs FAA to undertake the studies called for in the National Academy of

Sciences study of cabin air quality.

► **DeFazio was a leader in the effort to block language allowing the privatization of Air Traffic Control services in Vision 100.** The House of Representatives included a ban on the privatization of air traffic controllers in its version of the FAA Reauthorization bill. The Senate included an even broader ban on the privatization of air traffic control functions to non-governmental entities in its version of the same legislation. Unfortunately, during the conference to reconcile the House and Senate bills, Republican Leaders decided to ignore what was passed in both chambers, instead inserting language in the final bill that would allow the FAA to privatize up to 69 control towers (including Hillsboro Airport in Oregon) and would only prevent the privatization of additional air traffic controllers through October 1, 2007. DeFazio was very disappointed with the inclusion of this controversial language into what is normally a non-controversial, bi-partisan bill and did not sign the conference report or vote for the bill when it came to the floor of the House. Unfortunately, the conference report did pass in the House with a vote of 211 to 207. After weeks of stalemate in the Senate over the privatization issue, the FAA Administrator finally sent a letter to Senators saying the FAA has no plans to privatize any part of the air traffic control system during the 2004 fiscal year. Once this letter was received, the Senate passed the conference report and it was sent to the President for his signature.

► After hearing complaints from cargo pilots that they had been left out of the Federal Flight Deck Officers Program, **DeFazio and Chairman Mica introduced H.R. 765, a bill that would allow cargo pilots (not just air passenger pilots) to participate in the Federal flight deck officer program.** This legislation was approved by the Aviation Subcommittee and was subsequently included in H.R. 2115, Vision 100.

► **In response to concerns expressed by DeFazio, the Transportation Security Administration issued three new security directives in July of 2004 that changed security screening procedures at U.S. airports and closed gaping loopholes in the nation's aviation security system.** TSA will now require that all airport vendor employees pass through security checkpoint screening—just as passengers, pilots and flight attendants do—before entering the sterile area of the airport. TSA will also require U.S. airports to reduce the number of doors behind security checkpoints used by airport and airline employees and enhance security for the few doors that remain operational. In addition, the agency will require enhanced background checks for workers in restricted areas.

► **DeFazio was an original co-sponsor of H.R. 5121, legislation that was introduced in response to the 9/11 Commission report and to further protect the United States aviation system from terrorist attacks.** This legislation, which was approved by the House Transportation and Infrastructure Committee in September 2004, includes several DeFazio authored provisions including: (1) doubling the mandatory funding for installation of in-line explosive detection systems, (2) \$60 million over two years to purchase explosive detection technology (such as trace portals) for use at security checkpoints, (3) requiring TSA to submit

a report to Congress on airport perimeter security and the feasibility of screening all individuals prior to entry into secure areas of an airport, (4) a pilot program that would allow Federal Flight Deck Officers to carry weapons on their persons, (5) a requirement to report to Congress within six months on the costs and benefits of secondary flight deck barriers and whether they should be mandated, and (6) a study on the viability of discreet methods of communication for flight deck cabin crew to notify pilots in the event of a security breach.

► After numerous hearings and briefings on the threat of Man Portable Air Defense Systems (MANPADS—also called shoulder-fired missiles), **Rep. DeFazio, Chairman Mica and Rep. Steve Israel introduced, H.R. 4056, the Commercial Aviation MANPADS Defense Act of 2004.** This legislation encourages the President to (1) pursue strong international diplomatic and cooperative efforts to reduce the number of MANPADS worldwide, (2) limit the transfer and proliferation of MANPADS, and (3) would expedite the Federal Aviation Administration airworthiness and safety certification process for countermeasure systems. H.R. 4056 was unanimously adopted by the House of Representatives in July 2004 and is currently awaiting action in the Senate.

► **Rep. DeFazio was an original co-sponsor of H.R. 1527, the National Transportation Safety Board Reauthorization Act of 2003,** which authorizes the activities of the NTSB from 2003-2006. This legislation includes a provision Rep. DeFazio requested that requires the Secretary of the Department of Transportation to provide annual reports to Congress and the NTSB containing the regulatory status of each of NTSB's significant safety recommendations (the Most Wanted List). This reporting requirement will help Congress monitor whether or not DOT is taking action to implement various NTSB recommendations. This legislation was signed into law in December of 2003.

► **DeFazio was an original co-sponsor of H.R. 2144, the Aviation Security Technical Corrections and Improvements Act of 2003.** This legislation included several provisions to improve aviation security including: a directive for TSA to improve equipment at passenger screening checkpoints so they will be able to detect plastic weapons and explosives, a pilot program for cargo security, a requirement for TSA to develop a trusted traveler program within 1 year, a study to identify and analyze security threats faced by U.S. airports, and a study to evaluate blast-resistance cargo container technology. This legislation was approved by the Transportation and Infrastructure Committee in June 2003, but was never considered by the full House.

► **DeFazio is an original cosponsor of H.R. 4914, the Aviation Biometric Technology Utilization Act.** This legislation directs TSA to develop guidance for the use of biometrics in airport access control systems within four months of enactment and authorizes additional funding for installation of biometric access control systems. In addition, the bill would require the development of a Law Enforcement Officer travel credential that includes biometric identifiers and is uniform across all Federal, State, and local government law enforcement agencies. This travel credential would be used to verify the identity of Federal, State or local

law enforcement officers seeking to carry a weapon onboard an aircraft.

▸ **DeFazio obtained \$2 million in the House version of the fiscal year 2005 Transportation-Treasury Appropriations bill to construct an air traffic control tower at the North Bend Airport.** This bill was approved by the House of Representatives on September 22, 2004, and is awaiting approval by the Senate.

▸ **The fiscal year 2005 Transportation-Treasury Appropriations Act also includes, at DeFazio's request, \$1.25 million for the Eugene airport to install a category one Instrument Landing System on a new parallel runway.** This funding is in addition to the \$3 million included last year in the fiscal year 2004 Consolidated Appropriations Act (H.R. 2673) at the request of DeFazio. Of this latter funding, \$750,000 will be used to install a category one Instrument Landing System on a new parallel runway, the remaining \$2,250,000 will be used to help construct the new runway and make other improvements.

In the 107th Congress (2001-2002):

▸ **DeFazio was a key player in Congress' efforts to improve aviation security following the September 11, 2001, terrorist attacks.** On September 14, 2001, DeFazio introduced H.R. 2895, legislation to federalize airport security screeners, expand the air marshal program, and restrict carry-on luggage. DeFazio was also a lead cosponsor of comprehensive security legislation, H.R. 3110, drafted with Ranking Member James Oberstar. **As a member of the Aviation and Transportation Security Act Conference Committee, DeFazio successfully pressed for inclusion of several provisions from H.R. 2895 and H.R. 3110, in aviation security legislation approved by Congress, including federalization of security screeners, securing cockpit doors, and expansion of the federal air marshal program. The final aviation security measure (S. 1447) was signed into law on November 19, 2001.**

▸ **DeFazio offered an amendment to H.R. 4635, the Arming Pilots Against Terrorism Act, to lift the two percent cap on the number of pilots who could be armed, thus allowing any eligible pilot to be armed.** The amendment also made the arming pilots program permanent and accelerated the training of qualified pilots. **The DeFazio amendment was approved 250-175 on July 10, 2002.** A procedural move by the top Democrat on the Transportation Committee forced a second vote on the amendment, which was then approved a second time 251-172. **The Senate followed DeFazio's lead and approved an amendment to allow the arming of pilots on September 5, 2002, by a vote of 87-6. A final version of the arming pilots provision was incorporated into the legislation, H.R. 5005, establishing the Department of Homeland Security.** H.R. 5005 was signed into law on November 25, 2002.

▸ During consideration of legislation to financially bail out airline companies, **DeFazio played a leading role in convincing the Democratic leaders negotiating the bill to include**

conditions on the assistance similar to those in previous bailouts of Chrysler, Lockheed-Martin, and the City of New York to ensure protection for federal taxpayers. The bailout legislation, H. R. 2926, was signed into law on September 22, 2001.

▸ **DeFazio offered a motion during the floor debate on H.R. 2926 to include enhanced airport security measures and assistance for laid-off workers in the bill. The airport security measures were eventually approved in a separate bill, S. 1447, while the congressional leadership, despite promises to the contrary, refused to act on the assistance for aviation industry workers during the 107th Congress.**

▸ During the floor debate on H.R. 2299, the fiscal year 2002 Transportation Appropriations bill, **DeFazio successfully offered an amendment to provide \$720,000 to establish a toll-free airline consumer hotline at the Department of Transportation.** DOT currently compiles statistics and provides a report on customer complaints, but few airline passengers know how to contact the office to get help. This phone line will provide the traveling public and the airlines with a better measure of how well the airlines are providing customer service. **H.R. 2590 was signed into law on December 18, 2001.**

▸ **Through his position on the Aviation Subcommittee, DeFazio renewed his push for passenger rights. He introduced, H. R 332, the “Aviation Consumer Right to Know Act,”** which would (1) require airlines to disclose all available fares and allow consumers to purchase any published fare from either the airline or a ticket agent (2) allow consumers to purchase back-to-back and hidden city tickets, (3) require airlines to disclose the number of seats available for frequent flyer travelers, (4) require airlines to disclose the reasons for a flight delay or cancellation (5) require airlines to disclose how long a plane is expected to be detained on the runway prior to departure, (6) require airlines to notify passengers of any cabin insecticide treatments, and (7) clarify that consumers may sue airlines in state court.

▸ **DeFazio continued his active opposition to massive airline mergers that stifle competition, including the merger between United and U. S. Airways.** DeFazio introduced, along with Representative Slaughter, H.R. 761, the “Airline Merger Moratorium Act,” legislation mandating a one-year moratorium on airline mergers. DeFazio testified before the House Energy and Commerce Committee about his concerns with the United/U. S. Airways merger. **Pressure from DeFazio and other Members of Congress, as well as the Department of Justice, led the two airlines to abandon their proposed merger in July 2001.**

▸ **DeFazio secured \$4 million in the fiscal year 2002 Transportation Appropriations Act (H.R. 2299) for an instrument landing system upgrade at the North Bend Airport.** Because of inclement weather, many flights in and out of North Bend are canceled or delayed, making air service unreliable. Improving the instrument landing system will allow pilots to land in lower visibility and reduce flight cancellations.

▸ **DeFazio supported legislation, H.R. 1979, the Small Airport Safety, Security, and Air Service Improvement Act of 2002, to help fund air traffic control towers for small airports. The legislation will allow small airports, such as North Bend, to use federal Airport Improvement Program (AIP) grants to construct and equip control towers.** Control towers improve the safety, security, and efficiency of small airports, and can lead to increased commercial service. **This legislation was approved by the House on June 20, 2002. The Senate did not act on it.**

▸ **DeFazio secured \$1 million in H.J. Res. 2, the fiscal year 2003 Omnibus Appropriations bill for an Air Traffic Control Tower at the North Bend Airport. H.J. Res. 2 was signed into law on February 20, 2003.**

In the 106th Congress (1999-2000)

▸ DeFazio was a member of the conference committee negotiating the FAA Reauthorization bill, "AIR-21" (H.R.1000), legislation funding airport infrastructure improvements and FAA operations. The legislation was enacted into law on April 5, 2000. The law guarantees at least \$24 million annually for Oregon, double the old guarantee.

▸ Also as part of AIR-21, DeFazio secured approval of legislation he authored, H.R.907, establishing a new grant program to help improve air service to small communities and a provision to require the permanent marking of all used airline parts so they cannot be resold as new. The airline parts provision is designed to stem the trafficking in "bogus" airline parts, a serious threat to aviation safety. He also helped push through provisions to address problems at foreign repair stations and require cargo planes to install collision avoidance systems. The bill also included provisions DeFazio championed to protect animals traveling in cargo holds, following complaints that thousands of animals die or are lost or injured annually during airline transport.

▸ Led congressional effort to ensure the FAA promulgated regulations to protect the health and safety of flight attendants who, unlike most American workers, are not covered by OSHA. The FAA had failed to provide equal protections for flight attendants for the past twenty-five years. Proposed regulations were announced in December 2000.

▸ Co-sponsored H.R. 953, legislation to establish whistle-blower protections for airline employees who provide air safety information to authorities.

▸ Author of H.R.908, the "Aviation Consumer Right To Know Act," legislation to improve consumers' access to information about delays, cancellations, frequent flyer miles, and other policies of the airline industry. The legislation was the subject of two House Aviation Subcommittee hearings in March of 1999. DeFazio also authored legislation, H.R.2051, to require the Secretary of Transportation to investigate unreasonably high air fares or inadequate

air carrier competition at airports at the request of the community served by that airport.

In the 105th Congress (1997-1998)

- ▶ Co-sponsored H.R. 915, legislation to establish whistle-blower protections for airline employees who provide air safety information to authorities.

In the 104th Congress (1995-1996)

- ▶ DeFazio introduced H.R. 3831, a bill making safety the first and only priority of the Federal Aviation Administration. Prior to 1996, the FAA had a dual and conflicting mandate to both promote safety and the economic interests of the commercial aviation industry. A modified version of this bill was included in H.R.3539, the 1996 FAA Reauthorization bill, and enacted into law on October 9, 1996.
- ▶ Co-sponsored H.R. 3187, legislation to establish whistle-blower protections for airline employees who provide air safety information to authorities.

In the 103rd Congress (1993-1994)

- ▶ DeFazio introduced H.Con.Res 307 a Sense of Congress Expressing that the U. S. delegation to the spring 1995 meeting of the facilitation division of the International Civil Aviation Organization should seek: (1) to amend the Convention on International Civil Aviation to end aircraft disinsection practices that threaten the health of aircraft passengers and crew; and (2) the support and cosponsorship of other member nations of the organization for that amendment.
- ▶ Cosponsored H.R. 14, the Flight Attendant Duty Time Act. This legislation directed the Secretary of Transportation to initiate a rulemaking proceeding to establish limitations on duty time for flight attendants and requires the Secretary to issue final regulations by a specified deadline.
- ▶ Cosponsored H.R. 2663, the Air Traffic Controller Incentive and Retention Act, which would attract and retain qualified air traffic controllers premium pay for Saturday work, and by raising the controller differential from 5 to 15 percent.

In the 102nd Congress (1991-1992)

- ▶ DeFazio introduced H.R. 5268, a bill establishing various deadlines for FAA rulemaking

and making available to the public any comments on proposed regulatory project or rule of the FAA.

- ▶ DeFazio also introduced H.R. 4688, the Airline Deregulation Federal Preemption Clarification Act of 1992. This legislation declared that provisions related to the prohibition against State regulation of rates, routes and services shall not apply to the transportation of cargo by a motor carrier even if the motor carrier is also an air carrier or a subsidiary or affiliate of an air carrier.

In the 100th Congress (1987-1988):

- ▶ Introduced H.R. 2862, a bill directing the Administrator of the Federal Aviation Administration (FAA) to (1) conduct a study of screening methods used to detect dangerous weapons, explosives, and incendiary devices; and (2) report to the Congress on the study results.
- ▶ Co-sponsored a Rep. Foley bill, HR. 4014, to prohibit the manufacture or importation of plastic firearms that are undetectable by magnetometers. The bill would have required plastic guns to contain enough metal that they could be detected by airport security, and it would have required airports to have security checkpoints which were able to detect all existing firearms manufactured in or imported into the U. S.
- ▶ Co-sponsored a Rep. Mineta bill, H.R. 3051 (the Airline Passenger Protection Act of 1987), which included provisions to direct the FAA Administrator to establish a program requiring air carriers and foreign air carriers to conduct testing for the use of controlled substances by FAA employees and airline employees whose duties included safety-sensitive functions. The bill would also require air carriers to establish rehabilitation programs for employees who need assistance in resolving substance abuse problems.
- ▶ Co-sponsored Rep. Boxer's joint resolution, H.J. Res 370, directing the Secretary of Transportation to develop a system of airline safety indicators and to provide information to the public on a semiannual basis on the safety of certain air carriers.
- ▶ Co-sponsored H.R. 4023 and H.R. 4113, legislation to establish whistle-blower protections for airline employees who provide air safety information to authorities.
- ▶ Concerned that the frenzy of leverage buy-outs in the last 1980s had spread to the airline industry, DeFazio introduced H.R. 2891, legislation to prohibit acquisition of a controlling interest in an air carrier unless the Secretary of Transportation determines that the acquisition will not affect the air carrier's ability to conduct air transportation in a manner consistent with the highest degree of safety. This legislation would help ensure all airline mergers and acquisitions are in the best interest of the traveling public.

HOMELAND SECURITY

In the 108th Congress, DeFazio was chosen to serve on the newly-created Select Committee on Homeland Security. Congressman DeFazio's top priority, as a member of the new committee is to provide Oregon's first responders— local police, fire, emergency services, and health care officials— with the resources they need for disaster preparedness, training, and communications equipment to deal with natural and non-natural disasters. The Congressman has kept a close eye on the organization and implementation of the new Department of Homeland Security to ensure that it improves the security of our nation.

With his expertise on aviation and transportation issues as well as his knowledge of energy infrastructure, DeFazio brings extensive experience to the Select Committee.

In the 108th Congress (2003-2004)

► **In response to concerns expressed by DeFazio, the Transportation Security Administration issued three new security directives in July of 2004 that changed security screening procedures at U.S. airports and closed a gaping loophole in the nation's aviation security system.** TSA will now require that all airport vendor employees pass through security checkpoint screening just as passengers, pilots and flight attendants do before entering the sterile area of the airport. TSA will also require U.S. airports to reduce the number of doors behind security checkpoints used by airport and airline employees and enhance security for the few doors that remain operational. In addition, the agency will require enhanced background checks for workers in restricted areas.

► **DeFazio was an original co-sponsor of H.R. 5121, legislation that was introduced in response to the 9/11 commission report and to further protect the United States aviation system from terrorist attacks.** This legislation, which has been approved by the House Transportation and Infrastructure Committee in September 2004, includes several DeFazio authored provisions including: (1) doubling the mandatory funding for installation of in-line explosive detection systems, (2) \$60 million over two years to purchase explosive detection technology (such as trace portals) for use at security checkpoints, (3) requiring TSA to submit a report to Congress on airport perimeter security and the feasibility of screening all individuals prior to entry into secure areas of an airport, (4) a pilot program that would allow Federal Flight Deck Officers to carry weapons on their persons, (5) a requirement for TSA to report to Congress within six months on the costs and benefits of secondary flight deck barriers and whether they should be mandated, and, (6) a study on the viability of discreet methods of communication for flight deck cabin crew to notify pilots in the event of a security breach.

► After numerous hearings and briefings on the threat of Man Portable Air Defense Systems

(MANPADS—also called shoulder-fired missiles), **Rep. DeFazio, Chairman Mica and Rep. Steve Israel introduced, H.R. 4056, the Commercial Aviation MANPADS Defense Act of 2004.** This legislation encourages the President to (1) pursue strong international diplomatic and cooperative efforts to reduce the number of MANPADS worldwide, (2) limit the transfer and proliferation of MANPADS, and (3) would expedite the Federal Aviation Administration airworthiness and safety certification process for countermeasure systems. H.R. 4056 was unanimously adopted by the House of Representatives in July and is currently awaiting action in the Senate.

▸ **DeFazio was an original co-sponsor of H.R. 2144, the Aviation Security Technical Corrections and Improvements Act of 2003.** This legislation included several provisions to improve aviation security including: a directive for TSA to improve equipment at passenger screening checkpoints so they will be able to detect plastic weapons and explosives, a pilot program for cargo security, a requirement for TSA to develop a trusted traveler program within 1 year, a study to identify and analyze security threats faced by U.S. airports, and a study to evaluate blast-resistance cargo container technology. This legislation was approved by the Transportation and Infrastructure Committee in June 2003, but was never considered by the full House.

▸ **DeFazio is an original cosponsor of H.R. 4914, the Aviation Biometric Technology Utilization Act.** This legislation directs TSA to develop guidance for the use of biometrics in airport access control systems within four months of enactment and authorizes additional funding for installation of biometric access control systems. In addition, the bill would require the development of a Law Enforcement Officer travel credential that includes biometric identifiers and is uniform across all Federal, State, and local government law enforcement agencies. This travel credential would be used to verify the identity of Federal, State or local law enforcement officers seeking to carry a weapon onboard an aircraft.

▸ **Concerned about under-funding of a variety of homeland security programs, including port security and funding for first responders, DeFazio voted in favor of a budget amendment, H.Res. 685, authored by Rep. David Obey to add \$3 billion for homeland security efforts.** This increased investment was paid for by slightly lowering the tax cuts going to millionaires. Unfortunately, this amendment was defeated 184-230 on June 24, 2004.

▸ From his seat on the House Select Committee on Homeland Security, **DeFazio has sought more funding for state and local security efforts and to increase flexibility of federal funding streams. DeFazio introduced H.R. 2570, the State Threat Alert Reimbursement (STAR) Act, which would allow state and local governments to receive federal reimbursement for the increased security costs that result from Code Orange and Code Red alerts.** The DeFazio legislation was incorporated into a broader Democratic homeland security bill, H.R. 3158, introduced by Ranking Member Jim Turner (D-TX). A similar reimbursement provision was also included in a broader homeland security bill, H.R. 3266, drafted by the Committee Chairman Chris Cox (R-CA). H.R. 3266 was approved by the

House Select Committee on Homeland Security on November 20, 2003. Additional committees of jurisdiction have yet to act on the measure.

▸ **DeFazio followed-up his threat reimbursement legislation by questioning Admiral Loy of the Department of Homeland Security regarding reimbursements at a February 2004 hearing.** Loy indicated the Department would be reimbursing states for the extra costs associated with the Orange Alerts in December 2003-January 2004. DeFazio wrote to DHS seeking clarification on the reimbursements, including what expenses would be covered, under what authority was DHS acting, how do states and localities apply etc.

▸ **DeFazio also introduced H.R. 1915, legislation to allow states more flexibility in the use of federal homeland security money.** Under current law, states must allocate money for equipment, training, exercises and planning based on a rigid formula. H.R. 1915 would allow states the flexibility to spend the money on the highest priority items without regard to the rigid federal formula.

▸ **DeFazio took the lead in enhancing the weapons of mass destruction response capabilities of the Oregon National Guard.** DeFazio offered an amendment to H.R. 1559, a supplemental spending bill for the invasion and occupation of Iraq, to reduce economic aid for Turkey and transfer the money to establish new National Guard Weapons of Mass Destruction Civil Support Teams (WMD CSTs) in the U.S. These teams provide critical assistance and unique expertise to already overburdened state and local jurisdictions with respect to attacks or suspected attacks involving weapons of mass destruction. The DeFazio amendment failed 113-312 on April 3, 2003. DeFazio then offered an amendment to H.R. 2658, the Fiscal Year 2004 Department of Defense appropriations act, to earmark money for additional National Guard Weapons of Mass Destruction Civil Support Teams (there was no money for teams in the original version). DeFazio agreed to withdraw his amendment in exchange for a commitment from the Chairman and Ranking Member to add teams in the conference bill. **In response to the commitment made to DeFazio, the final version of H.R. 2658 included money for 12 additional WMD CSTs. DeFazio coordinated a letter to the Assistant Secretary of Defense for Homeland Defense from the entire Oregon House delegation requesting that one of the 12 additional teams be provided to Oregon. The Pentagon announced on March 9, 2004, that the Oregon National Guard was awarded a WMD CST.**

▸ **DeFazio joined his Democratic colleagues on the House Select Committee on Homeland Security in writing to the House Appropriations Committee in support of adequate funding for a variety of homeland security priorities in fiscal year 2005, including: \$290 million for preventing nuclear/radiological weapons entry into the U.S.; \$3.2 billion for first responders; \$491 million for port security; \$250 million for rail security; \$500 million for airport security upgrades/explosives detection systems; \$150 million for cargo security; \$700 million for federal air marshals; and \$242 million for border security**

infrastructure.

- ▶ **DeFazio cosponsored H.R. 4355, the Secure Containers from Overseas and Seaports from Terrorism Act (Secure COAST Act), which would strengthen port security** by establishing an improved container security regime, and expand on the Maritime Transportation Security Act of 2002 to strengthen the Coast Guard port security mission.
- ▶ **DeFazio also cosponsored H.R. 4361, the Safe Transit and Rail Awareness and Investments for National Security Act of 2004, which will provide for the security of public transportation systems in the United States.**
- ▶ **DeFazio was an original cosponsor of H.R. 4896, Protecting Railroad Operators, Travelers, Employees, and Communities with Transportation Security Act of 2004.** Among other things, this legislation would require the development of vulnerability assessments and prioritization of the vulnerabilities, authorizes grants to railroad carriers for reimbursement of costs incurred to prevent or respond to acts of terrorism, sabotage, or other railroad security threats, and authorizes grants to Amtrak for security improvements.
- ▶ **DeFazio joined his Democratic colleagues on the House Select Committee on Homeland Security in drafting a comprehensive strategy for dealing with homeland security threats** to our ports, borders, transportation systems, food supply, cyberspace etc. The report was released in February 2004.
- ▶ **DeFazio helped secure \$75,000 in the fiscal year 2004 Consolidated Appropriations Act (H.R. 2673) for Lane County Public Health Facilities** to help expand and enhance its public health facilities to better respond to public health crises including acts of bioterrorism.
- ▶ DeFazio is a cosponsor of H.R. 1118, the Staffing for Adequate Fire and Emergency Response Firefighters Act (the SAFER Act). This legislation authorizes the U.S. Fire Administration to make grants to fire departments to cover increased staffing (similar to the COPS program). Similar legislation was rolled into the fiscal year 2004 Department of Defense Authorization bill (P.L. 108-136). DeFazio contacted appropriators in writing in support of full funding for this program for fiscal year 2005.
- ▶ DeFazio is a cosponsor of H.R. 2250, legislation to require the Secretary of Homeland Security to improve the ability of the federal government to notify and communicate threats to citizens and their elected officials.
- ▶ DeFazio is a cosponsor of H.R. 4400, legislation to establish a grant program to improve interoperable communications at the state and local level.
- ▶ During consideration of H.R. 2122, Project BioShield, in the House Select Committee on Homeland Security, DeFazio offered an amendment to require a national assessment of our

vulnerability to *chemical* terrorism. This amendment was accepted by the Committee, but was removed from the final version of the legislation signed into law in July 2004.

► DeFazio is a cosponsor of H.R. 1676, the Federal Law Enforcement Officers Pay Equity and Reform Act, legislation to improve the pay of federal law enforcement officers.

In the 107th Congress (2001-2002)

► As a senior member of the House Transportation and Infrastructure Committee and the Aviation Subcommittee, and a long-time critic of inadequate aviation security, DeFazio was a key player in Congress' efforts to improve aviation security following the September 11, 2001, terrorist attacks. On September 14, 2001, DeFazio introduced H.R. 2895, legislation to federalize airport security screeners, expand the air marshal program, and restrict carry-on luggage. DeFazio was also a lead cosponsor of comprehensive security legislation, H.R. 3110, drafted with Ranking Member James Oberstar. As a member of the Aviation and Transportation Security Act Conference Committee, DeFazio successfully pressed for inclusion of several provisions from H.R. 2895 and H.R. 3110, including federalization of security screeners, securing cockpit doors, and expansion of the federal air marshal program. The final aviation security measure (S. 1447) was signed into law on November 19, 2001.

► DeFazio offered an amendment to H.R. 4635, the Arming Pilots Against Terrorism Act, to lift the two percent cap on the number of pilots who could be armed, thus allowing any eligible pilot to be armed. The amendment also made the arming pilots program permanent and accelerated the training of qualified pilots. The DeFazio amendment was approved 250-175 on July 10, 2002. A procedural move by the top Democrat on the Transportation Committee forced a second vote on the amendment, which was then approved a second time 251-172. The Senate followed DeFazio's lead and approved an amendment to allow the arming of pilots on September 5, 2002, by a vote of 87-6. A final version of the arming pilots provision was incorporated into the legislation, H.R. 5005, establishing the Department of Homeland Security. H.R. 5005 was signed into law on November 25, 2002.

► Appointed to the Democratic Homeland Security Task Force. DeFazio helped the Homeland Security Task Force draft H.R. 3255, the "Bioterrorism Protection Act (BioPact) of 2001." BioPact included a number of provisions to enhance our nation's ability to respond to terrorist attacks, including provisions to secure our borders and crackdown on illegal immigration. BioPact also included money to improve our nation's public health infrastructure; increase the national stockpile of vaccines; and enhance planning and coordination at the state and local level. Additional sections of this legislation dealt with protecting our food and water supply. Scaled-down versions of many of these provisions were included by the congressional leadership in the supplemental appropriations bill approved by Congress as a part of the FY02 Defense Appropriations bill on December 20, 2001.

- ▶ DeFazio played a role in the Maritime Transportation Antiterrorism Act of 2002, H.R. 3983, which authorizes \$249 million in grants over three years for enhanced facility security at U.S. ports, and establishes a comprehensive national antiterrorism system supported by port vulnerability assessments conducted by the Coast Guard. The bill included three provisions pushed by DeFazio to require vessels that enter U.S. waters to give 96-hour notification before entering, be equipped with transponders, and create response plans for use in the event of a catastrophic emergency. H.R. 3983 was approved by the House on June 4, 2002. H.R. 3983 was incorporated into S. 1214, the Port and Maritime Security Act of 2001, which was signed into law on November 25, 2002.
- ▶ In the fiscal year 2002 Commerce, Justice, State and the Judiciary Appropriations Act, (H.R. 2500), DeFazio secured \$750,000 to help modernize the currently outdated Lane County multi-agency, multi-function information system which serves local law enforcement and emergency medical service agencies throughout Lane County. DeFazio secured an additional \$750,000 for this program in the fiscal year 2003 Consolidated Appropriations Act (H.J.Res. 2). The system, known as Area Information Records System, is technologically obsolete and no longer meets the current needs of participating agencies.
- ▶ DeFazio requested and received \$150,000 in H.J. Res. 2 to assist Curry County in upgrading and repairing its emergency communications system.
- ▶ DeFazio successfully earmarked \$60,000 in H.J. Res. 2 for the South Coast Inter-Agency Narcotics Team based in Coquille, Oregon.

In the 104th Congress (1995-1996)

- ▶ DeFazio authored of H.R. 3831, a bill making safety the first and only priority of the Federal Aviation Administration. Prior to 1996, the FAA had a dual and conflicting mandate to both promote safety and the economic interests of the commercial aviation industry. A modified version of this bill was included in H.R.3539, the 1996 FAA Reauthorization bill, and enacted into law on October 9, 1996.
- ▶ Co-sponsored H.R. 3187, legislation to establish whistle-blower protections for airline employees who provide air safety information to authorities.

In the 100th Congress (1987-1988)

- ▶ Introduced H.R. 2862, a bill directing the Administrator of the Federal Aviation Administration (FAA) to (1) conduct a study of screening methods used to detect dangerous weapons, explosives, and incendiary devices; and (2) report to the Congress on the study results.

- ▶ Co-sponsored a Rep. Foley bill, HR. 4014, to prohibit the manufacture or importation of plastic firearms that are undetectable by magnetometers. The bill would have required plastic guns to contain enough metal that they could be detected by airport security, and it would have required airports to have security checkpoints which were able to detect all existing firearms manufactured in or imported into the U. S.

- ▶ Co-sponsored H. R. 4023 and H.R. 4113, legislation to establish whistle-blower protections for airline employees who provide air safety information to authorities. 106th Congress, H.R. 953).

DEFENSE, OUR TROOPS, and VETERANS

DeFazio has been a vocal advocate on behalf of our men and women serving in the military, including the hundreds of Oregon National Guard members deployed overseas. When DeFazio received reports about inadequate supplies and training of Oregon Guard members at Ft. Hood, Texas, he traveled to the base in December 2003 to see the problems for himself. After the visit, DeFazio wrote to Secretary Rumsfeld and Army Secretary Schoomaker about what he'd seen. A number of the problems, including moldy barracks and paying for supplies out-of-pocket, were resolved after DeFazio's visit.

Representative DeFazio has fought to ensure that the United States makes good on the promises that have been made to those people who have given their best years of life and health to the defense of our nation. He has worked to ensure that veterans in his district have access to quality health care. He was instrumental in getting the necessary funding for the Eugene, Bandon, and Brookings veterans medical clinics, and much needed improvements to the Roseburg VA Hospital.

In addition, he has consistently fought for cost-of-living adjustments for all veterans, supported extended G.I. educational benefits and service-connected disability benefits. The Congressman has devoted a full-time member of his staff for the sole purpose of helping veterans who are having trouble getting benefits from the federal government.

Congressman DeFazio served in the United States Air Force Reserve from June 1967 until his honorable discharge with the rank of 2nd Lt. on March 30, 1971.

DeFazio has been a long-time critic of Pentagon weapons programs that are over-budget, behind schedule and irrelevant to fighting today's threats. He successfully fought to have the Army's over-budget, under-performing Comanche Helicopter program cancelled. DeFazio continues to fight for fiscal responsibility and accountability at the Pentagon so that scarce funds can better be spent on the basic needs of our troops, obligations to veterans of past wars and other domestic priorities.

U.S. Rep. Peter DeFazio, is a recognized expert on Congress' constitutional prerogative to declare war. Since his first term in Congress, DeFazio has, in an effort to restore Congress' role in the decision to go to war, introduced legislation to substantially revise the War Powers Resolution, placing statutory limits on the President's power to initiate hostilities and giving members of Congress legal standing to bring suit against the President for his failure to comply with the Resolution.

In the late 1980s DeFazio applied his War Powers legislation to President Reagan's use of US Naval forces to escort reflagged Kuwaiti tankers in the Persian Gulf. He also filed suit with Rep. Mike Lowry and 100 Members of Congress against President Reagan. At the time, it

was the largest lawsuit ever brought by Members of Congress against a sitting president.

In 1990 on the eve of the Gulf War, DeFazio spearheaded an effort to keep Congress in session through the month of December, so that the body would be able to vote on an authorization for war, if necessary. He was one of the very first members to insist that Congress must vote on a formal authorization before the President could commit troops to combat in the Persian Gulf.

Most recently, DeFazio, was one of the first to raise concerns about the unprecedented scope of the draft authorization of force resolution offered by the House Republican leadership in the wake of the September 11 attacks. DeFazio worked with Minority Leader Gephardt and other Democratic negotiators to get language in the final version of the authorization of force resolution (H.J.Res. 64/S.J.Res. 23) allowing the President to fully respond to the September 11th attacks while protecting Congress' authority to determine when to send U.S. troops into battle in the future.

And again, DeFazio showed leadership by coordinating a letter to President Bush in December 2001 challenging the president's assertion that he had the authority to attack nations unrelated to the September 11 terrorist attacks—including Iraq—without further authorization from Congress.

"DeFazio, in Iraq, says troops underequipped"

Bend Bulletin, 1/27/04

"[DeFazio] says troops still lack effective body armor"

The Daily Courier, 1/30/04

"DeFazio gets WMD unit for Oregon"

The Associated Press, 3/10/04

The Bulletin, 3/11/04

Daily Astorian, 3/10/04

"DeFazio gets state a WMD team"

Mail Tribune, 3/11/04

"Peter DeFazio [has] been [an] outspoken critic of treatment of Oregon reservists."

Tri-County News, 4/1/04

"DeFazio bill would raise soldiers' pay"

The Register-Guard, 4/2/04

"DeFazio urges pay for troops kept long"

Gazette-Times, 4/2/04

"DeFazio goes to bat vs. Pentagon"
Springfield News, 5/21/04

"Some were sent to battle with Vietnam-era body armor and outmoded equipment. After Reps. Darlene Hooley and Peter DeFazio and other leaders visited troops, that began to change."
Springfield News, 6/20/04

OUR TROOPS

In the 108th Congress (2003-2004):

- ▶ **After receiving complaints that Oregon National Guard members were subject to poor training conditions and inadequate supplies while stationed at Fort Hood, Texas, waiting to be deployed to Iraq, DeFazio traveled to Fort Hood in December 2003 to investigate for himself.** He found moldy barracks, soldiers having to buy their own basic supplies out-of-pocket like radios and toilet paper, and medical supplies intended for use in Iraq were being raided to take care of sick and injured soldiers in Texas. Shortly after DeFazio's visit, the Pentagon began to clean up the mold, the State of Oregon and the Pentagon provided credit cards to the unit to buy basic supplies, and medical supplies were refreshed.
- ▶ **DeFazio voted in July 2002** (eight months before the U.S. invaded Iraq) for legislation, H.R. 4775, the fiscal year 2002 emergency supplemental appropriations act, that included a provision **authorizing Secretary Rumsfeld to use up to \$12.6 billion to purchase body armor and other critical equipment.**
- ▶ **DeFazio voted on several occasions for legislation containing hundreds of millions of dollars each to purchase armored Humvees**, including the fiscal year 2002 Department of Defense Appropriations Act (H.R. 3338), which was approved in November 2001, more than a year before the U.S. invaded Iraq. Other bills DeFazio supported with money for armored Humvees include the fiscal year 2004 Department of Defense Appropriations Conference Report (H.R. 2658), and the fiscal year 2005 Department of Defense Appropriations Conference Report (H.R. 4613).
- ▶ **DeFazio also voted in favor of H.R. 4200**, the fiscal year 2005 Department of Defense Authorization Act, **which included a number of pay and benefit improvements for our men and women in uniform, including:**

A 3.5 percent across-the-board pay increase for members of the armed forces. This is the sixth consecutive year that military pay raises have outpaced raises in the private sector.

Elimination of out-of-pocket housing costs (final year of five year initiative to eliminate these costs).

A maximum hardship duty pay increase from \$300 per month to \$750.

A Permanent increase for imminent danger pay from \$150 to \$225 per month.

A Permanent increase in the family separation allowance from \$100 to \$250 per month.

Expansion of the numbers and categories of family members and other people who are entitled to transportation at government expense to visit seriously ill or injured service members.

Allowing the Secretary of Defense to accept the donation of frequent flier miles, credits and tickets to be used to facilitate travel for service members (also known as "Operation Hero Miles").

H.R. 4200 is still in a conference committee to resolve the differences between the House and Senate approved bills.

► The FY05 Defense Authorization Bill also included several pay and benefit improvements specifically for National Guard Members including:

The bill requires that mobilized reservists be paid the same bonuses (i.e. enlistment, reenlistment, and retention bonuses) as active duty members.

The bill recommends paying salary supplements to reservists who have a reduction in income while away from their civilian jobs. The bill provides a minimum monthly payment of \$50 and a maximum of \$3,000 per month. To be eligible, a reservists would have to complete 12 months of continuous service on active duty or 18 months on active duty during the previous 60 months, or for any month during a mobilization that occurs within six months of the member's previous active duty service.

Notably, the bill contains a provision that requires the Secretary of Defense, in allocating equipment procured in the bill, to give priority to units that are deployed to, or preparing to deploy to Iraq or Afghanistan, regardless of whether the unit is active, Guard or reserve.

The bill requires that time spent during mobilizations of reservists for training counts against the statutory limits set for involuntary mobilizations (those limits are two years or 270 days, depending upon which authority is used to bring reservists to active duty).

Creates a three-year demonstration project to provide TRICARE to reservists who are ineligible for employer-sponsored health care in their civilian jobs.

► **In response to reports that tens of thousands of troops were being forced to stay in the**

military past their planned separation or retirement dates due to stop-loss orders, DeFazio introduced legislation, H.R. 4111, to provide these soldiers with a \$500 monthly bonus.

▸ **In November 2003, DeFazio joined Rep. Hooley in requesting that the DOD IG investigate the disparate treatment of Guard members versus active duty in Iraq.** The DOD IG responded on January 30, 2004, that they did plan to investigate.

▸ **Met with Lt. Gen. Roger Schultz, the head of the Army National Guard, in October 2003 to express concerns about inadequate supplies of protective equipment like body armor and armored Humvees for Oregon Guard members who would be deployed to Iraq.** DeFazio received assurances that all Guard members would be properly outfitted.

▸ **When DeFazio received reports from Oregon Guard members in Iraq that they did not have the promised armored Humvees, he contacted the Army in April 2004 demanding an explanation and proposing solutions,** including keeping armored Humvees from units departing Iraq in the country for use by those staying, opening shuttered auto plants to ramp up productions, and increasing funding to do the same.

▸ **DeFazio traveled to Iraq in January 2004 to personally visit and thank our troops, learn about the challenges they faced, and any aid Congress could provide.** He also had the opportunity to witness the progress of reconstruction efforts.

▸ **DeFazio has supported several bills to improve the pay and benefits for National Guard members** including H.R. 1345, which would help close the pay gap between military and civilian jobs faced by Guard members who are deployed; H.R. 4346, which would improve the pre and post-deployment health exams provided to Guard members; and H.R. 4200, the fiscal year 2005 Department of Defense Authorization Act, which made a number of improvements to Guard pay and benefits such as a 3.5 percent pay raise and extension of TRICARE (the military health care system) to Guard members and their families.

▸ **DeFazio voted in favor of H.R. 1307, the Armed Forces Tax Relief Act.** This legislation eases the tax burden on those serving in combat situations in a variety of ways.

▸ **DeFazio took the lead in enhancing the weapons of mass destruction response capabilities of the Oregon National Guard.** DeFazio offered an amendment to H.R. 1559, a supplemental spending bill for the invasion and occupation of Iraq, to reduce economic aid for Turkey and transfer the money to establish new National Guard Weapons of Mass Destruction Civil Support Teams (WMD CSTs) in the U.S. These teams provide critical assistance and unique expertise to already overburdened state and local jurisdictions with respect to attacks or suspected attacks involving weapons of mass destruction. The DeFazio amendment failed 113-312 on April 3, 2003. DeFazio then offered an amendment to H.R. 2658, the Fiscal Year 2004 Department of Defense appropriations act, to earmark money for additional National

Guard Weapons of Mass Destruction Civil Support Teams (there was no money for teams in the original version). DeFazio agreed to withdraw his amendment in exchange for a commitment from the Chairman and Ranking Member to add teams in the conference bill. **In response to the commitment made to DeFazio, the final version of H.R. 2658 included money for 12 additional WMD CSTs. DeFazio coordinated a letter to the Assistant Secretary of Defense for Homeland Defense from the entire Oregon House delegation requesting that one of the 12 additional teams be provided to Oregon. The Pentagon announced on March 9, 2004, that the Oregon National Guard was awarded a WMD CST.**

▸ As he has since his first term in Congress, **DeFazio was a key leader in protecting Congress' right under the U.S. Constitution to decide issues of war and peace.** DeFazio has fought the erosion of congressional war powers under presidents of both major political parties. On February 5, 2003, he introduced legislation, H. J.Res. 20, along with Representative Ron Paul (R-TX) to repeal the congressional authorization for an invasion of Iraq that was granted in October 2002. DeFazio also offered an amendment, H. Amdt.44 to H.R. 1559, a supplemental spending bill to fund the U.S. invasion and occupation of Iraq, to prohibit any of the money being delivered to the Pentagon from being used to invade other countries without a specific authorization from Congress.

▸ Recognized for faithful service to the Oregon National Guard, “Your dedication to soldier care issues has made a tremendous difference.” Raymond C Byrne, Jr. Brigadier General Acting Adjunct General, 2004.

VETERANS

----- In the 108th Congress (2003-2004):

▸ **DeFazio has been a vocal supporter of increased funding for veterans programs.** He voted against the House Republican budget, which largely mirrored the budget submitted by President Bush, because of inadequate funding for veterans.

The budget proposed by President Bush in February did not adequately provide for veterans needs. It included only a 1.8% increase in veterans medical spending. That increase barely keeps pace with inflation and current services. The funding level would certainly not allow for improved services or adequate care for an increasing number of veterans, including those returning from Iraq and Afghanistan. Bush also proposed to double the prescription drug co-payment to \$15 and impose a \$250 annual enrollment fee on Category 7 and 8 veterans. The VFW Commander-in-Chief issued a scathing press release in opposition to the President's budget. He called the budget "a disgrace and a sham," and said, "it is further evident that veterans are no longer a priority with this administration."

The House Republicans did not significantly improve on the President's inadequate budget for

veterans when drafting their own budget resolution. The Republican budget provided \$1.3 billion less for veterans programs in 2005 than what the House Committee on Veterans Affairs recommended on a bipartisan basis. It provided \$2 billion less for veterans programs than what veterans themselves requested in their Independent Budget proposal, which is why DeFazio voted against it. Veterans' organizations, including Veterans of Foreign Wars, Disabled American Veterans, AMVETS, and the Paralyzed Veterans of America have called the Republican budget "half-hearted" and "ill-advised". They urged a vote against it and said the Republican budget "would be a disservice to those men and women who have served this country and who are currently serving in Iraq, Afghanistan, and around the world in our fight against terrorism."

► **In June 2004, DeFazio voted in favor of a budget amendment by Representative David Obey (D-WI), H. Res. 685. The Obey amendment would have added \$1.3 billion for veterans' health care.** The amendment was defeated 184-230.

► **As he has in previous Congresses, DeFazio actively supported one of the top priorities of veterans activists: repealing the VA disability compensation offset.** Despite the fact that a veteran may earn both military retired pay and VA disability compensation, current law requires that military retired pay be reduced by the amount of any disability compensation received. DeFazio cosponsored legislation, H.R. 303, to repeal this offset. He also signed a discharge petition that would force the House Republican leadership to schedule a vote on the bill. A discharge petition needs 218 signatures to force a vote. This discharge petition currently has 204 signatures.

► **DeFazio has long fought for increased funding for veterans health care. To permanently address these persistent funding shortfalls, DeFazio is a cosponsor of H. R. 2318, the Assured Funding For Veterans Health Care Act.** H.R. 2318 would end the annual ramping up or down of this vital funding by making veterans health care spending a mandatory part of the federal budget with increases automatically provided based on the number of veterans eligible for care.

► **DeFazio continued to be an advocate for improving benefits to the survivors of deceased military retirees.** Under current law, when a widow or widower who is receiving money under the Survivor's Benefit Plan turns 62, a Social Security offset reduces benefits from 55 percent to 35 percent of the spouse's military retiree pay. DeFazio is a cosponsor of two bills (H.R. 548 and H.R. 3763, which phases in repeal of the offset more slowly to keep the cost down) to increase the SBP to 55 percent of retired pay. DeFazio has also signed the discharge petition to force a vote on the House floor on H.R. 548. Thankfully, improvements to the SBP were included in the House version of the FY05 DOD Authorization Act (H.R. 4200). DeFazio voted in favor of the bill. H.R. 4200 phases in an increase in the SBP back to 55 percent over the next four years.

► **DeFazio was a leading advocate for protecting VA facilities in the Northwest from**

closure. The Bush Administration created the Capital Assets Realignment for Enhanced Services Commission (CARES Commission). Early drafts of the CARES report indicated that at least three VA facilities in the Northwest, including the White City domiciliary, could be targeted for closure. DeFazio wrote to VA Secretary Principi and the CARES Commission in opposition to the closure of facilities in the Northwest. DeFazio also cosponsored legislation, H.R. 2808 that would give Congress the right to veto decisions by the CARES Commission and the VA Secretary to close facilities. **The CARES Commission ultimately agreed and did not recommend closing these facilities.**

▸ **As he has in past Congresses, DeFazio also cosponsored legislation that was the top priority of military retirees, H.R. 3474, the Keep Our Promises to Military Retirees.** This legislation would allow military retirees to qualify for the Federal Employees Health Benefit Plan, which is the same health care available to Members of Congress.

PENTAGON SPENDING

----- In the 108th Congress (2003-2004):

▸ **Successfully fought to get the Army's Comanche helicopter program cancelled.** DeFazio requested GAO reports in 1999 and 2001 that were critical of the Comanche. In addition, DeFazio offered amendments to the FY03 defense authorization bill, the FY02 authorization bill and the FY03 appropriations bill to reform or cut the Comanche program. **Defense Secretary Donald Rumsfeld finally agreed and cancelled the program in February 2004. By getting the Comanche cancelled, DeFazio helped to save taxpayers \$30 billion over the next decade.**

▸ **Allegations of war profiteering on reconstruction contracts in Iraq led DeFazio to coauthor H.R. 3673, the War Profiteering Prevention Act.** This legislation prohibits fraud and excess profiteering in contracts awarded for relief and reconstruction in Iraq, increases penalties to \$1 million or twice the gross profits or proceeds (whichever is greater), and provides for jail terms of up to 20 years.

▸ **H.R. 4613, the fiscal year 2005 defense spending bill included \$2 million requested by DeFazio for a software program to more efficiently schedule U.S. Navy ship construction. DeFazio also secured \$2 million in fiscal year 2004 and \$1.5 million in 2003 for this program. The software, which was developed by On Time Systems, Inc. of Eugene, Oregon, could save the Navy \$200-500 million in annual construction costs.** In addition, when the Navy and Electric Boat (one of the Navy's primary shipbuilders) did not comply with the direction from Congress on the testing of the software. DeFazio and Representative Norm Dicks intervened with the Navy on behalf of On-Time Systems, Inc. to ensure that congressional intent was fulfilled with a full-fledged test and evaluation of the software.

► **DeFazio also helped secure the first ever earmark for Hydration Technologies of Albany, Oregon. H.R. 4613 includes \$6.3 million to purchase personal water filtration devices produced by Hydration Technologies for the Army and Air Force.** Water requirements constitute the single largest logistics challenge for the U.S. military. The Albany-based company has found a way to provide low-cost, safe, reliable, simple-to-operate technology to allow the individual soldier to produce drinkable fluids from available contaminated water sources.

In the 107th Congress (2001-2002):

► DeFazio, a recognized expert on Congress' constitutional prerogative to declare war, was one of the first to raise concerns about the unprecedented scope of the draft authorization of force resolution offered by the House Republican leadership in the wake of the September 11th attacks. DeFazio worked with Minority Leader Gephardt and other Democratic negotiators to get language in the final version of the authorization of force resolution (H.J. Res. 64/S.J. Res. 23) allowing the President to fully respond to the September 11th attacks while protecting Congress' authority to determine when to send U.S. troops into battle in the future.

► DeFazio continued his leadership on protection congressional war powers under the Constitution by coordinating a letter to President Bush in December 2001 challenging Bush's assertion that he had the authority to attack nations unrelated to the September 11, 2001, terrorist attacks - including Iraq - without further authorization from Congress. During consideration of the fiscal year 2003 Department of Defense Authorization Bill, DeFazio worked with Representative Ron Paul (R-TX) on an amendment to reinforce Congress' war powers. This amendment was blocked from consideration on the floor. In July 2002 DeFazio introduced a bipartisan resolution, H.J. Res. 109, which says the President cannot legally strike against Iraq without congressional approval and calls on Congress to debate the president's war plans for Iraq. In late August 2002, DeFazio drafted a point-by-point rebuttal of the Administration's arguments for unilateral executive war-making authority. In early September 2002, the Bush Administration announced it would seek authorization from Congress for a war with Iraq.

► Continuing his efforts to combat wasteful spending at the Pentagon, DeFazio requested that the General Accounting Office (GAO) investigate the Army's Comanche helicopter program. The GAO report revisited the concerns originally raised in a DeFazio-requested report in 1999. The June 2001 GAO report confirmed that the Comanche program is behind schedule, over budget, and unlikely to meet performance requirements. During the debate on the FY03 Department of Defense Authorization Act, DeFazio offered several amendments to limit the F-22 fighter jet, the Comanche helicopter, and the Crusader artillery system. While the DeFazio amendments were blocked from being debated on the floor, Secretary of Defense Donald Rumsfeld agreed with critics of the Crusader and cancelled the program in mid-2002. Further, Rumsfeld is also considering scaling-back the F-22.

▸ DeFazio joined 30 Members of the House in filing a lawsuit in federal district court challenging the President's authority to withdraw from the 1972 Anti-Ballistic Missile (ABM) Treaty without congressional consent. A Federal Court ruled against the Members of Congress

In the 106th Congress (1999-2000)

▸ Continuing his efforts to combat corporate welfare, DeFazio and Senator Tom Harkin asked the General Accounting Office to compile a list of procurement fraud cases among the top 100 defense contractors from January 1995 through September 1999. DeFazio offered an amendment to the 2000 Department of Defense Authorization bill to prohibit the DOD from entering into contracts with companies that violate the law more than three times and has introduced a bill, H.R.5439, to end taxpayer support of federal contractors that violate the law more than three times.

▸ Author of H.J.Res. 42, a bill to substantially revise the War Powers Resolution, reasserting Congress' constitutional power to declare war by placing statutory limits on the President's power to initiate hostilities and by giving members of Congress legal standing to bring suit against the President for his failure to comply with the Resolution. DeFazio has introduced this bill in every Congress and remains a leader in the effort to restore the congressional role in the decision to go to war.

▸ Received the Friends Committee on National Legislation "Giraffe" Award, for his leadership in efforts to combat military waste, fraud and abuse.

In the 105th Congress (1997-1998)

▸ Author of H.R. 1973, a bill to reduce the number of military operational support aircraft. After introducing the bill, DeFazio then offered a successful amendment on the floor of the House to the Defense Appropriations bill to cut \$50 million from the account supporting operational support aircraft, the "general's jets" used to transport high ranking military officials around the world. DeFazio and Iowa Republican Senator Charles Grassley had earlier requested a GAO report on the subject. The report concluded that the OSA fleet was far in excess of military requirements.

In the 104th Congress (1995-1996)

▸ DeFazio and Rep Bernie Sanders, I-Vt., offered a number of successful floor amendments, including one prohibiting the use of taxpayer funds to subsidize merger and downsizing bonuses for executives at the defense firm Lockheed-Martin, one that more broadly prohibits

the Department of Defense from subsidizing costs associated with job-killing defense mergers and an amendment offered to the fiscal year 1996 Treasury Department appropriations bill prohibiting the use of further U.S. funding for the purpose of bailing out the Mexican peso.

- ▶ DeFazio has gained a solid reputation as Pentagon watchdog. For instance, he worked closely with Taxpayers for Common Sense to produce a report called "Pentagon Follies." the report, which garnered national press attention, documented \$29 billion in military waste

In the 100th Congress (1987-1988)

- ▶ Author of H.J. Res. 310, declaring that the requirements of the War Powers Resolution applied to President Reagan's use of U.S. Naval forces to escort reflagged Kuwaiti tankers in the Persian Gulf. DeFazio and then-Rep. Mike Lowry subsequently organized a lawsuit against President Reagan that included more than 100 Members of Congress as plaintiffs. It was the largest lawsuit ever brought by Members of Congress against a sitting President.

FORESTRY and NATURAL RESOURCES

U.S. Rep. Peter DeFazio, a leader in Congress on resources issues, has since 1987, represented Oregon's Fourth Congressional District, which includes some of the country's most treasured National Forests such as the Siskiyou, Umpqua, Willamette and Siuslaw. DeFazio was a senior member of the House Committee on Resources through the 107th Congress. During the 108th Congress, DeFazio took a leave of absence from the Committee to serve on the Select Committee on Homeland Security. DeFazio maintains his seniority on the Resources Committee.

There is probably no more politically divisive issue in Oregon's Fourth Congressional District than forest policy. Historically, it has been one of the most heavily timber-dependent districts in the country.

DeFazio has been widely acknowledged for his skill in managing forest policy. Early in his congressional career, when Oregon was suffering from a recession, he proposed legislation which was signed into law, to ban log exports and protect family-wage timber jobs.

But he was truly thrust to the forefront of this issue when timber harvests were severely curtailed in the late 80's—cutting old growth timber was banned to protect the habitat of the endangered northern spotted owl.

He spent countless hours working with labor, environmentalists and industry leaders to craft a forest plan that would have avoided legal conflicts and provided real certainty to timber-dependent communities.

His efforts to find middle ground and reach consensus were ridiculed by extremists on both sides of the issue, yet he was successful in gaining broad support for his vision of forest management.

Shortly after taking office, President Clinton took steps to try to resolve the spotted owl controversy. The President offered the Northwest Forest plan, which failed in its promises of a steady supply of timber to local mills and protection for vital ecosystems. DeFazio opposed the Clinton plan.

DeFazio urged the Clinton Administration and the current administration to revise the Northwest forest plan to protect old growth and provide sustainable jobs.

His vision for forest management was easily transferred to a debate in the 107th Congress over fuel reduction in fire-prone areas. In the fall of 2002, DeFazio sat down with the Republican Chairman of the House Forest Subcommittee, Representative Scott McInnis of Colorado, to craft legislation to reduce the threat of wildfire in the West. Again, more than a decade later,

their efforts to reach a compromise on forest management were criticized by extremists on both sides of the debate. The lawmakers made substantial progress but the House Republican leadership pulled the plug on the negotiations before a final agreement could be reached.

One of DeFazio's proudest accomplishments is his work on legislation to guarantee increased federal timber sale payments to state and local governments for schools and road projects. DeFazio authored legislation to establish a permanent inflation-adjusted "safety net" for timber-dependant counties throughout the U. S. DeFazio worked to break the legislative gridlock surrounding the bill and hammered out a compromise signed into law on October 30, 2000. The legislation means \$261 million annually for Oregon counties, an increase in annual payments of \$114 million.

"You're dead wrong in thinking that Peter DeFazio 'yanked his support' from the Forest Health and Wildfire Prevention legislation. This legislation is alive and well thanks to the extraordinary efforts and cooperation of Congressman DeFazio."

Letter from Representative Scott McInnis (R-CO), Chair of the Forest Health Subcommittee, to the Grants Pass Daily Courier in response to an editorial in that paper, 10/17/02

"DeFazio and other lawmakers harshly denounced the decision to ground the 33 tanker fleet this week, just as the fire season was getting under way."

The Register-Guard, 5/14/04

"Pressed Tuesday by Oregon Reps. Greg Walden and Peter DeFazio, the agencies promised to work out an [air tanker] inspection program."

The Oregonian, 5/19/04

"DeFazio seeks to expedite uncontested salvage sales"

The Daily Courier, 5/22/04

"Bills sponsored by Smith, DeFazio will help forests in Pacific NW"

The Douglas Mail, 7/29/04

"Springfield, Ore., Congressman's plan: Cut trees to save forests and jobs"

The Register Guard, 7/30/04

"DeFazio, Labor and Environmentalists Agree: It's Time to End the Conflicts over Old Growth Logging"

Oregon AFL-CIO Weekly Update, 8/4/04

"DeFazio offers spotted-owl solution"

Springfield News, 8/4/04

"DeFazio proposal for logging swap could be start of forestry solution"
Grants Pass Daily Courier, 8/5/04

"Congressman Peter DeFazio's proposed supplement to the Northwest Forest Plan is encouraging, because it might work, resulting in a long-overdue boost in timber harvests."
Grants Pass Daily Courier, 8/5/04

"Springfield Congressman Peter DeFazio's proposal for an end to the 'Timber Wars' looks pretty good."
Springfield News, 8/6/04

"Rep. DeFazio has championed the interests of schools and counties from the outset and was instrumental in pulling together support for H.R.2389 when it appeared it might falter. His strong and continued support helped insure that partisan differences did not hinder movement of H.R.2389 through the House."

Douglas County Commissioner Doug Robertson,
President, Association of O&C Counties, 4/18/00

In the 108th Congress (2003-2004):

- **The forest vision negotiated by DeFazio and others in the fall of 2002 was eventually incorporated into the "Healthy Forests" legislation, H.R. 1904, advocated for by the White House and approved by Congress. The forest health bill was signed into law on December 3, 2003.**
- **In an effort to bridge the divide between the timber industry and environmentalists, DeFazio introduced H.R. 4932, major westside forest thinning legislation that would create jobs and improve forest health.** The Northwest Rural Employment and Forest Restoration Act, introduced on July 22, 2004, would require the Forest Service and Bureau of Land Management (BLM) to prioritize forest management; first treating the nearly two million acres of crowded second-growth stands on late-successional reserve and matrix land in western Oregon and Washington. It would also protect native old-growth stands of timber. Last year, the Forest Service and BLM harvested just 162 million board-feet from western Oregon and Washington. **Under DeFazio's legislation, federal timber harvest could total 500 million board-feet a year, and avoid the appeals and litigation associated with old-growth logging.**
- **DeFazio has been a vocal advocate for starting the salvage of the Biscuit Fire as soon as possible, which would provide a wood supply and create jobs in local mills.** When the Forest Service decided to delay the release of the Biscuit fire salvage environmental impact statement (EIS) in July 2003, DeFazio wrote to Forest Service urging them to not delay. After the Forest Service finally released its Draft EIS, DeFazio asked the Chief of the Forest Service

to move forward immediately with less-controversial salvage and restoration, instead of delaying the entire project to pursue the much larger Alternative 7 that has been subject to litigation and extensive delays.

- **On August 6, 2003 DeFazio wrote to Chief Dale Bosworth and Regional Forester Linda Goodman and asked them to not delay the release of a Biscuit fire salvage plan** since the draft included alternatives ranging up to harvesting 456 million board feet; it had already been 10 months since the fire ended.
- **On December 11, 2003 DeFazio wrote again to Chief Bosworth with concerns about further delay in the Biscuit fire salvage.** He pointed out the obvious problem with their economic analysis; questioned the use of a Wyoming district court decision as the basis for entering roadless areas; and asked that to avoid even more delay that might result from litigation that the final EIS be written so that Alt 5 (131 mmbf) is severable from Alt 7 (518 mmbf).
- **On May 19th, 2004 DeFazio wrote to Undersecretary Mark Rey just before the release of the final Biscuit fire plan and again asked that less controversial salvage be made severable from the larger plan in order to allow the less controversial aspects to move forward** and not get bogged down in the legal wrangling that would likely happen with the controversial portions of the plan. DeFazio was concerned enough to write after discussions with Regional Forester, Linda Goodman, in which she indicated that the plan might not be severable.
- **DeFazio has also been a leader in working to ensure an adequate firefighting budget for the U.S. Forest Service.** DeFazio offered an amendment to the FY04 budget resolution (H. Con. Res 95) that would have increased budget authority and outlays for firefighting by nearly \$1.7 billion, allowing relevant agencies to adequately respond to last Summer's season of devastating wildfires. In July and September 2003, DeFazio and Republican Representative Scott McInnis joined forces to move an emergency fire-fighting supplemental. **The efforts of DeFazio and others ultimately led to \$319 million in wildfire suppression funding for the Forest Service and BLM in H.R. 2657,** the fiscal year 2004 Legislative Branch Appropriations Bill. H.R. 2657 was signed into law on September 30, 2003.
- **DeFazio's persistence led to the inclusion of emergency funds for the 2004 summer fire season—\$400 million for the Forest Service and \$100 million for the Bureau of Land Management—in H.R. 4613,** the fiscal year 2005 Department of Defense appropriations act. H.R. 4613 was presented to the President for his signature into law on July 28, 2004.
- **After the Forest Service announced its decision to ground the entire fleet of large airtankers used to fight forest fires, DeFazio worked closely with Rep. Greg Walden (R-OR) to keep tankers available.** Members of the Forests Subcommittee and the House Aviation Subcommittee, where DeFazio serves as ranking member, held multiple meetings

with Forest Service, NTSB, FAA, and Bush administration officials to ensure development a system to determine the airworthiness of the tankers. **Some of those reviews have been completed and the Forest Service has approved ten P3 Orion tankers for service.**

- ▶ **DeFazio continued his effort to limit the recreational fee program**, which allows agencies like the Park Service and the Forest Service to charge taxpayers for using undeveloped trails on public lands. DeFazio offered an amendment to H.R. 2691, the Fiscal Year 2004 Department of Interior Appropriations Act, to limit the ability to impose these fees to the National Park Service. The DeFazio amendment was defeated 184-241 on July 17, 2003.

- ▶ **DeFazio fought efforts by the Bush administration to weaken the Clean Water Act** by cosponsored both the Clean Water Authority Restoration Act and the Clean Water Protection. The Clean Water Authority Restoration Act would clarify the Clean Water Act to ensure that isolated wetland and other water bodies are covered by the act. The Clean Water Protection Act would clarify the definition of fill material in the Clean Water Act to ensure it is not expanded to mining wastes and pollutants.

- ▶ Received the "Friend of National Parks" award from the National Parks Conservation Association for upholding the standard and integrity of the National Park System and protecting parks from harm. Awarded February 26, 2003.

- ▶ Recognized by the Alaska Coalition for his outstanding leadership to protect Alaska's wild places.

In the 107th Congress (2001-2002):

- ▶ Rep. DeFazio joined several colleagues in introducing H.R. 5194, the Clean Water Authority Restoration Act of 2002. In January of 2001, the U.S. Supreme Court issued an opinion that denies federal Clean Water Act protection for thousands of wetlands that serve as habitat for migratory birds. This decision violated congressional intent. H.R. 5194 would legislatively overturn the Supreme Court decision and help ensure the Clean Water Act is not undermined.

- ▶ DeFazio is a cosponsor of H.R. 4683, the Clean Water Protection Act. The Bush Administration recently approved the elimination of a rule to restrict waste from mountaintop mining from being dumped into waterways. This change in regulations legalizes the dumping of industrial waste into rivers and streams. The Clean Water Protection Act would clarify the definition of fill material in the Clean Water Act to ensure it is not expanded to mining wastes and pollutants.

- ▶ Successfully led the effort to restrict the recreation fee demonstration program in H.R. 2217, the fiscal year 2002 Interior Appropriations bill. DeFazio offered two amendments: one to

strike the four year authorization and the other to reduce the authorization to one year. When these efforts failed on the House floor, DeFazio continued the fight by coordinating a letter to conferees. The conferees cut the extension to two years and included language saying the program should go through proper authorization committees next time.

- ▶ DeFazio worked closely with the rest of the Oregon delegation to assist farmers in the Klamath Basin. He supported \$20 million in emergency economic assistance for farmers. This funding was included in H.R. 2216, the FY2001 Supplemental Appropriations Act, which was signed into law on July 24, 2001. DeFazio also cosponsored H.R. 2585, the “Chilonquin Dam Fish Passage Feasibility Act,” and H.R. 2828, the “Klamath Basin Emergency Operation and Maintenance Refund Act,” and played a key role in expediting their consideration by the Resources Committee and the entire House. H.R. 2585 was approved in the House by voice vote on October 31, 2001, and was included in the final version of the Farm Bill that was signed into law by President Bush. H.R. 2828 signed into law on December 17, 2002.

- ▶ Testified about his vision for achieving healthy, sustainable forests before the Senate Subcommittee on Forests and Public Land Management.

- ▶ In response to the disastrous wildfires during the Summer of 2002, DeFazio was the lead Democrat in negotiations with Representative Scott McInnis (R-CO), Chairman of the Subcommittee on Forests and Forest Health, in an attempt to prevent large, intense wildfires. The House Republican leadership pulled the plug on the negotiations before a final agreement could be reached.

- ▶ DeFazio continued his leadership efforts on removing the Savage Rapids Dam. He requested that OMB include \$1.5 million in President Bush’s FY03 budget for the pump design necessary to remove the dam. He also sent a letter to the Oregon Watershed Enhancement Board in support of the Grants Pass Irrigation District’s request for \$5 million in state funds to help remove the dam.

- ▶ DeFazio obtained \$500,000 for the Springfield Millrace in H.J.Res. 2, the fiscal year 2003 Omnibus Appropriations Bill, which was signed into law on February 20, 2003. DeFazio previously secured \$1 million in funding for the Springfield Millrace in the FY02 Energy and Water Appropriations bill, H.R. 2311, which was signed into law on November 12, 2001.

- ▶ DeFazio successfully fought for \$3.4 million for the Delta Ponds Restoration Project in H.J. Res. 2.

- ▶ Secured \$100,000 in the fiscal year 2002 Energy and Water Appropriations bill, H.R. 2311, for a study of the restoration potential of Amazon Creek. The study is intended to identify work that would remove pollutants during low flows, provide better wildlife habitat, create a more scenic recreational corridor with better vegetation management, and reduce soil erosion along the creek banks while maintaining flood control.

- ▶ DeFazio secured \$500,000 for rehabilitation work and \$250,000 for watershed assessment at Waldo Lake in H.R. 2217, the FY02 Department of the Interior Appropriations bill. H.R. 2217 was signed into law on November 5, 2001.

- ▶ DeFazio is a strong supporter of the West Eugene Wetlands Project. He succeeded in obtaining \$1.5 million for wetlands acquisition in West Eugene in H.R. 2217, the fiscal year 2002 Interior Appropriations bill. The land acquisitions are part of a plan to purchase 3,500 acres of wetlands along Amazon Creek. The wetlands system will connect Eugene with Fern Ridge Reservoir and a small tract of wetlands owned by the Bureau of Land Management in the same area. The wetlands provide a critical habitat for a number of rare and endangered plant species as well as an important migratory and breeding habitat for birds.

- ▶ Secured \$1.062 million for the preservation of forest land in the Coburg Hills and the South Eugene Hills in H.J. Res. 2, the fiscal year 2003 Omnibus Appropriations Act.

- ▶ H.J.Res. 2 included \$3.4 million for the protection of ecologically significant Pacific Northwest Streams, and \$2.5 million for federally designated "Wild and Scenic Rivers" in the Northwest. At DeFazio's request, a portion of the funding for Wild and Scenic Rivers may be used to purchase property along the banks of the Illinois River, near the community of Agness. Maintaining the natural habitat surrounding the river will aid in the restoration of the dwindling stocks of fall chinook salmon and winter steelhead and protect this growing tourist destination. Also, a portion of the funding for Northwest Streams may be used for Siuslaw Watershed Restoration.

- ▶ Secured \$2.1 million in the fiscal year 2002 Interior Appropriations bill, H.R. 2217, for the Oregon Coastal Wildlife Refuge Complex, including a 70 acre parcel within the Bandon Marsh National Wildlife Refuge. DeFazio also requested and received \$140,000 in H.J. Res. 2 for the Bandon Marsh Refuge. The Oregon coast is experiencing unprecedented development, threatening the integrity of and investment in this portion of our nation's coastal wildlife refuges. The Oregon Coastal Wildlife Refuge currently includes several estuary refuges, 1,400 coastal islands, islets, rocks and reefs, spanning some 360 miles along Oregon's coastline.

- ▶ Secured increased funding for a number of West Coast groundfish programs in H.R. 2500, the FY02 Commerce, Justice, State appropriations bill. Funding for Stock Assessments was increased by almost \$1 million for a total of \$5.2 million. Funding for West Coast Observers nearly doubled to \$4.3 million. Funding for the Oregon Groundfish Disaster Assistance and the Oregon Groundfish Outreach Program increased by \$1.125 million to a total of \$2.5 million (\$1.5 million for OGDAs and \$1 million for OGOP). Representative DeFazio again secured money for groundfish programs in fiscal year 2003 in H.J.Res. 2, including \$11.9 million for Funding for Stock Assessments, \$3.73 million for Funding for West Coast Observers, and \$2 million in Cooperative Research for Oregon.

- ▶ DeFazio joined several other Representatives in introducing H.R. 3898, the Capital Construction Fund Qualified Withdrawal Act of 2002, legislation to give fishing families greater access and flexibility to use the money saved in their tax-free capital savings accounts. This will help dislocated fishing families transition to other work without penalizing retirement savings.
- ▶ During consideration of the reauthorization of the Magnuson-Stevens Fisheries Act (H.R. 4749) in the House Resources Committee, DeFazio offered an amendment to fund a voluntary groundfish vessel buyback, authorize cooperative groundfish research, and provide community assistance for businesses that have been impacted by the struggling fishing industry. The amendment failed in Committee, but a provision similar to the DeFazio amendment was included in H.J.Res. 2, the fiscal year 2003 Omnibus Appropriations Act, which was signed into law on February 20, 2003. The provision provided \$10 million to begin a buy-back program.
- ▶ Original cosponsor of H.R. 2376, the “Pacific Coast Groundfish Fishery Preservation Act,” legislation that authorizes a vessel and license buyback program and other measures in order to improve fishery management and reduce overcapacity.
- ▶ Authored the bipartisan “Softwood Lumber Fair Competition Act” (H.R. 2181) along with Representative Charlie Norwood (R-GA). H.R. 2181 would require the President to impose tariffs and surcharges, or negotiate a voluntary export restraint agreement with Canada in order to stop the unfair subsidies received by Canadian producers. The DeFazio legislation was endorsed by the United Brotherhood of Carpenters and Joiners of America, the NW Ecosystem Alliance, and the Alliance for Sustainable Jobs and the Environment. In response to a case filed by the Coalition for Fair Lumber Imports, the Bush Administration has imposed duties, like those called for in H.R. 2181, of up to 32 percent.

In the 106th Congress (1999-2000)

- ▶ Successfully brokered compromise legislation, H.R. 2389, to guarantee increased federal timber sale payments to state and local governments for schools and road projects. DeFazio authored H.R. 1185 and H.R. 2868, bills to establish a permanent inflation-adjusted "safety net" for timber-dependant counties throughout the U.S. When these bills were blocked by House leadership, and with an alternate proposal blocked by a threatened Administration veto, DeFazio worked to break the legislative gridlock on the controversial issues and hammered out a compromise signed into law on October 30, 2000. The legislation means \$261 million annually for Oregon counties, an increase in annual payments of \$114 million.
- ▶ Helped win approval of HR 2798, the Pacific Salmon Recovery Act which authorizes \$600 million over three years for salmon conservation and restoration projects in the Northwest. DeFazio played a key role in designating approximately \$40 million a year for salmon

protection in Oregon and worked to ensure that the bill will allow federal assistance to move seamlessly to activities funded through the Oregon Watershed Enhancement Board. The Pacific Salmon Recovery Act passed the House on September 19, 2000.

- ▶ Secured approval of legislation giving priority designation Tenmile Lake and Waldo Lake. The legislation encourages the EPA to work with Portland State University's Center for Lakes and Reservoirs to address water quality problems at these lakes. The provision was included in H.R.2328, legislation reauthorizing the national Clean Lakes Program which was enacted into law on November 12, 2000 as part of S.835, the "Estuaries and Clean Waters Act." The legislation authorizes grants to states for lake water quality management. DeFazio also secured funding for continued sanitary improvements at Waldo Lake to improve water quality (see below).
- ▶ Secured \$9.9 million in funding for construction of the Willamette Temperature Control facility at Cougar Reservoir on the McKenzie River in the fiscal year 2001 Energy and Water Appropriations bill, H.R.5483, signed into law on October 27, 2000 and the fiscal year 2000 Energy and Water Appropriations bill, H.R.2605, signed into law on September 29, 1999. The facility will control temperature fluctuations identified as a key limiting factor on endangered fish species in the McKenzie and Willamette Rivers.
- ▶ Also in the Energy and Water Appropriations bills, DeFazio secured \$286,000 for an environmental restoration project along the Springfield Millrace. The project aims to improve water quality and enhance fish habitat in the millrace and millpond.
- ▶ Secured \$2.35 million for land acquisition in the West Eugene wetlands in the fiscal year 2001 Department of Interior Appropriations bill, H.R.4578 (signed into law on October 11, 2000) and the fiscal year 2000 Interior Appropriations bill, H.R.2466, which was rolled into the Fiscal Year 2000 Consolidated Appropriations Act, H.R.3194, and signed into law on November 29, 2000.
- ▶ Also in the FY2001 and FY2000 Interior Appropriations bills, secured \$1 million for environmental improvements at Waldo Lake, and \$500,000 for additions to the Oregon Coast Refuge system.
- ▶ Secured increased funding for fishery management agencies and impacted communities to address the groundfish disaster, including \$2 million in additional funding for groundfish stock assessments as part of H.R.4328, the fiscal year 2000 Commerce Justice State Appropriations bill. One of the major factors contributing to the decrease in allowable catch for groundfish is lack of accurate stock data. Currently, fisheries managers in the Northwest are making decisions based on old data. Increased funding will allow fisheries managers to more accurately estimate fish stocks and possibly allow continued fishing. The legislation was included in H.R.3194, the fiscal year 2000 Consolidated Appropriations Act and signed into law on November 29, 1999.

- ▶ In addition to the increased funding for assessments, DeFazio also helped to secure \$5 million in emergency assistance to West Coast communities affected by groundfish disaster as part of the fiscal year 2000 emergency supplemental spending bill. This disaster funding will provide assistance to out of work fishermen and their families in the short-term.
- ▶ Author of H.R.1444, legislation establishing a fish screen construction program for irrigation projects in the Northwest to lower fish mortalities. The legislation was signed into law on November 13, 2000.
- ▶ DeFazio was instrumental in bringing the Oregon delegation to agreement on protecting the Steens Mountain area. When the legislative talks seemed destined to fail, DeFazio stepped in on multiple occasions to breathe new life into the process and work out differences between competing interest. After many months of negotiation, legislation was finally agreed to that provides a core area of cow-free wilderness, the first of its kind, surrounded by a larger area precluding ORV use and mining. The bill was signed into law by President Clinton on October 30, 2000. DeFazio continues to be involved in issues concerning the Steens mountain area, such as the development of a management plan for the area, and seeking congressional appropriations to complete land exchanges mandated by the bill.
- ▶ Received National Forest Counties and Schools Coalition Distinguished Service Award in appreciation for his dedication and commitment to the Forest Counties and Schools of America.

In the 105th Congress (1997-1998)

- ▶ Co-authored an amendment to reduce funding for wasteful lethal predator control tactics on Western lands by the U.S. Department of Agriculture's Wildlife Services program (formerly called Animal Damage Control). The amendment was initially approved by the House of Representatives by a vote of 229 to 193. However, on a re-vote the following day, the amendment failed 192 to 232.
- ▶ Led successful effort to end the use of compound 1080 in livestock protection collars in Oregon. Compound 1080 is an extremely dangerous poison with no known antidote. With urging from DeFazio, Oregon Governor John Kitzhaber ended a proposed pilot program to use the compound as a predator control measure in Curry County, Oregon.
- ▶ Author of H.R.2818, a bill to repeal the recreation fee program for access to public lands maintained by the Bureau of Land Management and the U.S. Forest Service. The bill replaces the fee demonstration program with a royalty on hard rock mining. DeFazio also offered amendments on the House floor to fiscal year 1999 and fiscal year 2000 Interior Appropriations bills to eliminate the program. These amendments, however, were not approved. DeFazio continues to offer the amendment each year. (see above for further action

in the 107th Congress).

- ▶ Author of H.R.4267, a bill to establish a permanent inflation-adjusted "safety net" for timber-dependant counties throughout the U.S. (see above for further action in 106th Congress).
- ▶ As part of the fiscal year 1998 Interior Appropriations bill, H.R.2107, enacted on November 14, 1997, and H.R.4328, the fiscal year 1999 Omnibus Appropriations Act, DeFazio secured funding for the following projects:

\$1.550 million for land acquisition in the West Eugene wetlands.

\$550,000 for environmental improvements at Waldo Lake,

\$4 million for rebuilding the Oakridge Forest Service Ranger Station

\$2 million for purchase of mining claims at the headwaters of the Chetco River in the Kalmiopsis Wilderness and A newly patented mining claim in the Kalmiopsis Wilderness threatened the Chetco River's salmon population. In a unique agreement between the owner of 17 mining claims in Kalmiopsis, the non-profit conservation group River Network and the U.S. Forest Service, the claim owner sold the patented mining claim and then donated the remaining 16 to the federal government. The \$2 million went towards purchase of the patented mining claim. Although approved in 1997, the funding was not finalized until the fall of 1998.

\$2.3 million for acquisition of Crook Point, the last undeveloped headland on the Oregon coast. The property will become part of the Fish and Wildlife Service's Oregon Coastal Refuge. This funding was also approved in 1997 and then released in late 1998.

- ▶ With Congressman Bob Smith (R-OR), introduced and secured approval in the House and Senate of a bill, H.R.4326, to ensure that sales or exchanges of O&C or Coos Bay Wagon Road land do not result in a net loss of O&C or Coos Bay Wagon Road land. This protects the current O&C land base without prejudicing future forest plan revisions. Also included in the bill is a provision to expand the Bandon Marsh National Wildlife Refuge in Coos County as well as several other Oregon resource protection provisions. The legislation was signed into law on October 30, 1998

In the 104th Congress (1995-1996)

- ▶ DeFazio was again able to include the provisions from legislation he introduced in the 103rd Congress in the House-passed Clean Water Act amendments, though he opposed passage of

the bill on the grounds that it significantly weakened most current Clean Water Act protections. The DeFazio provision places federal facilities, including Hanford, under the Clean Water Act's requirements and waives the federal government's sovereign immunity in clean-up related matters.

- ▶ DeFazio and Rep. Tom Petri, R-Wis., offered an amendment to H.R.3816, the FY97 Energy and Water Appropriations bill to eliminate funding for the \$700 million Animas-La Plata irrigation project in S.W. Colorado. Though the House approved the amendment, the Senate restored the funds.
- ▶ Author of H.R. 2673, the Fishing Families Relief Act, a bill giving states greater flexibility in the use of disaster relief funds for people employed in the commercial fishing industry. This bill was ultimately included in H.R.39, the “American Fisheries Act of 1996,” and signed into law on October 11, 1996.

In the 103rd Congress (1993-1994)

- ▶ Author of H.R. 1997, legislation to eliminate a tax benefit for log exporting corporations (the foreign sales corporation benefit) and provide favorable tax treatment for the capital gains from the sale of timber sold for domestic manufacturing purposes. The Foreign Sales Corporation tax benefit was eliminated as part of the 1993 Budget Reconciliation bill, H.R.2264, enacted on August 10, 1993.
- ▶ Author of H.R.2580, legislation to provide independent oversight and enforcement of Clean Water Act violations at federal facilities, including U.S. nuclear weapons production facilities like Hanford. The bill was supported by the Clinton Administration and included in the Public Works Committee’s version of Clean Water Act reauthorization legislation, H.R.3948. It was also included in the Committee’s CWA bill in the 104th Congress (see above).
- ▶ After leading a 6-year fight in Congress to designate Oregon's Upper Klamath River as a federal Wild and Scenic River, DeFazio pushed the Interior Department to support Governor Barbara Roberts request to give the river federal designation. In September 1994, the Interior Department granted Governor Roberts' and Rep. DeFazio's request.
- ▶ Facing the prospect of greatly reduced timber sale payments to county governments in Oregon, DeFazio worked with the Clinton Administration and county governments to craft a 10-year guaranteed safety net for Western Oregon counties, many of whom are highly dependent on federal timber sale receipts for services such as law enforcement and public health. The new formula is an entitlement that will require no annual appropriation. It was included in the Omnibus Budget Reconciliation Act of 1993, H.R.2264, enacted on August 10, 1993.

In the 102nd Congress (1991-1992)

- ▶ Author of H.R. 2614, a bill reforming the General Mining Act of 1872. Many of the significant provisions of H.R. 2614 were included in H.R. 918, a bill ultimately approved by the House on October 4, 1992. DeFazio's amendment adding an 8 percent royalty on the value of minerals removed from federal land was adopted by the committee during its consideration of the bill.
- ▶ Author of legislation creating an 8.8 million acre forest reserve system in Oregon, Washington, and N. California. It was prepared as a committee substitute for H.R. 4899, legislation introduced by House Interior Committee Chairman George Miller. DeFazio's bill incorporated for the first time in legislation the concept of "biological diversity management," a "managed old growth" designation which offers an alternative to a no-management reserve approach.
- ▶ Helped obtain funding for two major silvicultural experiments, one located on the Umpqua National Forest in Oregon. The experiments, done under the auspices of the Forest Service's New Perspectives Partners, test alternative silvicultural techniques that could better integrate timber harvest with the needs of sensitive wildlife species.
- ▶ DeFazio fought for federal funding to acquire and protect several sensitive parcels of land in southwest Oregon including:

Funding for an innovative wetlands project in West Eugene. The project has become a national model for urban wetlands protection and restoration.

Money to complete the land acquisition project at Coquille Point. These lands provide a buffer zone between mainland development and the Oregon Islands National Wildlife Refuge.

An initial payment for the purchase of land around Tahkenitch Lake in the Oregon Dunes National Recreational Area. Tahkenitch Lake is one of the last undeveloped lakes along the Oregon coast.

Money for land purchases along the New River to add to the New River Area of Critical Environmental Concern. The land will be purchased from willing sellers.

In the 101st Congress (1989-1990)

- ▶ Author of H.R. 5651, a bill to restrict log exports from private lands. This was the first of a number of unsuccessful bills Peter has introduced to reduce the volume of logs exported

from private lands in the Northwest.

▶ Author of H.R. 1191, 3827, and 3828, bills to ban log exports from State and federal lands, and close the "substitution" loopholes that allow some companies to export logs from their private lands and purchase federal logs for their domestic milling operations. DeFazio's legislation formed the basis for the log export restrictions signed by President Bush on August 20, 1990.

In the 100th Congress (1987-1988)

▶ Author of H.R. 4164, a bill to add 40 Oregon rivers to the nation's Wild and Scenic Rivers system. This was the largest expansion of the federal Wild and Scenic Rivers Act outside of Alaska. Senator Hatfield sponsored a companion bill in the Senate. The legislation was enacted into law on October 28, 1988.

▶ Author of H.R.4695, legislation to allow firefighters employed by the Forest Service and the BLM to receive overtime pay while working under emergency conditions. The bill was enacted into law on October 24, 1988. Prior to enactment, many Oregon firefighters ended up working for free during heavy fire seasons.

▶ Author of H.R. 1587, a bill to allow states to prohibit the export of unprocessed logs harvested from state owned or state administered lands. This was the second bill introduced by DeFazio in his first term in Congress. A version of this bill was passed into law in the 101st Congress.

HEALTH CARE

DeFazio has long fought to give all Americans access to affordable health care. Most recently, he joined efforts with his colleagues in Congress and with Governor Kulongoski to allow the safe reimportation of prescription drugs to bring relief to Americans struggling with the exorbitant costs of pharmaceuticals.

He has authored and introduced in several Congresses, the "Access to Medical Treatment Act," which guarantees patients the right to choose alternative and complementary treatments and to give licensed health care providers the right to recommend and provide these treatments

As a member of the Rural Health Care Caucus, DeFazio has actively promoted legislation to increase Medicare payments to rural health care providers to ensure the continued availability of quality health care. In 1999, DeFazio pushed through legislation that helped reopen Cottage Grove's only hospital.

As a member of the House Working Group on Mental Illness, DeFazio has worked to gain full health care coverage for mental illness.

DeFazio also authored legislation which became law in 1998 to require the registration of the sales of all chemicals used to produce methamphetamine.

"Drugstore crackdown miffs DeFazio"
Corvallis Gazette-Times, 4/27/04

"Our man in Washington, Peter DeFazio, is on the right track when it comes to the issue of prescription drugs from Canada."
Albany Democrat-Herald, 4/27/04

"Roses to U. S. Rep. Peter DeFazio, for taking on potential deep-pocketed contributors in an election year. DeFazio is speaking out against a state crackdown on those businesses that help their customers get cheaper prescription medicines from Canada."
Corvallis Gazette Times, 4/29/04

"DeFazio criticizes Medicare cards... New prescription cards confuse seniors, offer little benefit, congressman says"
The News Review, 8/2/04

"DeFazio study finds drug card lacking... The lawmaker says the Medicare benefit offers little in savings on prescriptions."
Register Guard, 8/4/04

“Congressman Peter DeFazio shepherded legislation through the U.S. House that essentially increased the federal government’s payment to rural community hospitals such as Cottage Grove’s for Medicare patients.”

Cottage Grove Sentinel, December 22, 1999

In the 108th Congress (2003-2004):

▸ **DeFazio reintroduced H.R. 757, the Drug Company Gift Disclosure Act**, legislation to require prescription drug manufacturers, packers, and distributors to disclose certain gifts provided in connection with detailing, promotional, or other marketing activities to health care entities. The legislation is intended to publicize drug company gifts that may influence prescribing practices of physicians and contributing to rising drug costs.

▸ **DeFazio is also a cosponsor of H.R. 3865, legislation to prohibit pharmaceutical companies from taxing a tax deduction for gifts they provide to physicians.**

▸ **DeFazio drafted a package of bills to address rising medical malpractice insurance rates**, which are driving doctors to leave the profession and may be restricting access to health care. The DeFazio package focuses on the business practices of insurance companies, because of evidence that companies are raising rates in response to investment losses rather than runaway jury awards. DeFazio offered his package as an alternative to a Republican bill, H.R. 5, to cap jury awards on March 13, 2003. But, the Republican leadership refused to allow his amendments to be considered on the House floor. The DeFazio package included the following bills:

H.R. 448, legislation to repeal the antitrust exemption enjoyed by the insurance industry, which would prohibit the insurance industry from colluding on rates.

H.R. 447, legislation to establish an Office of Health Care Competition within the Department of Health and Human Services to collect and make publicly available information on medical malpractice, including (1) direct premiums written and earned; (2) net investment income, including net realized capital gains and losses; (3) incurred claims; (4) actual incurred expenses; and (5) certain information on claims paid, including verdict amounts.

H.R. 446, legislation to establish an Emergency Medical Malpractice Liability Insurance Commission to recommend additional ways to keep rates from rising and leading to the retirement of physicians.

▸ **Reintroduced H.R. 2085, the “Access to Medical Treatment Act,”** which guarantees patients the right to choose alternative and complementary treatments and to give licensed health care providers the right to recommend and provide these treatments.

- **DeFazio voted against H.R. 1, the Republican Medicare Prescription drug bill, which provides scant benefits to seniors while lavishly subsidizing the pharmaceutical and insurance industries.**

- **DeFazio is a cosponsor of legislation, H.R. 3767, legislation to correct one of the egregious problems with H.R. 1, which prohibited the federal government from negotiating lower drug prices on behalf of consumers. H.R. 3767 directs the Department of Health and Human Services to negotiate lower drug prices for Medicare beneficiaries. DeFazio has also signed a discharge petition to bring this legislation to the House floor. If 218 members sign the petition, then the House Republican leadership is required to schedule the bill for a floor vote. The petition currently has 183 signatures.**

- **DeFazio is a cosponsor of comprehensive Medicare prescription drug bill, H.R. 2498, the MEDS Act, that would provide a more robust benefit for seniors while incorporating a number of common sense cost-saving measures like reimportation, bulk purchasing, negotiating lower prices, and reasonable pricing for drugs developed with taxpayer funds.**

- **In August 2004, DeFazio released a report on the Medicare drug discount card program prepared at his request by the Democratic Staff of the House Committee on Government Reform. The report found that the discount cards failed to provide real savings to most seniors.**

- **DeFazio cosponsored H.R. 2497, legislation to allow the reimportation of prescription drugs from Canada. DeFazio also voted in favor of legislation, H.R. 2427, to allow reimportation from several industrialized countries. This legislation was approved by the House in July 2003. The Senate has not yet acted on the measure.**

- **DeFazio supported several bills that would truly address the high cost of prescription drugs and provide Medicare coverage of prescription drugs. The bills would require companies to offer seniors on Medicare the same prices they offer their most-favored customers, enable Americans to take advantage of lower costs of drugs manufactured to FDA specifications in other countries by allowing reimportation, bring generic drugs to market faster, and requiring drugs developed with taxpayer funds be provided at a reasonable price.**

- **In September 2004, DeFazio joined several other Oregon Representatives in contacting HHS Secretary Tommy Thompson urging him to support Governor Kulongoski's plan to reimport drugs from Canada.**

- **DeFazio joined other members of the Oregon delegation in writing to Secretary Tommy Thompson in September 2003 urging him to accept a waiver requested by the State of Oregon for the Oregon Health Plan (OHP). A waiver would allow Oregon to provide health insurance for children up to 200 percent of the federal poverty level; preserve the quality of coverage for uninsured under 100 percent of the federal poverty level; and, provide selected**

benefits for low income elderly and persons with disabilities not currently covered by OHP.

▶ **DeFazio obtained \$3 million in H.R. 4613, the fiscal year 2005 Department of Defense appropriations bill for the Brain, Biology and Machine Initiative at the University of Oregon. H.R. 4613 was sent to the President for his signature on July 22, 2004. This funding is in addition to the \$3 million DeFazio secured in H.R. 2658, the fiscal year 2004 Department of Defense Appropriations bill, which was signed into law on September 30, 2003.** This University project has far-reaching medical implications as it combines neuroscience, genetics, genomics and proteomics. It will allow the University to do cutting edge research, not only on brain injuries and other medical conditions, but also on the physiology of emotions, disease prevention, and so on.

▶ **DeFazio helped secure \$75,000 in H.R. 2673 for Lane County Public Health Facilities** to help expand and enhance its public health facilities to better respond to public health crises including acts of bioterrorism.

▶ DeFazio joined approximately 200 of his colleagues in writing to the President urging him to revise his stem cell research policy. When Bush originally announced his policy in August 2001, it was assumed there were 78 lines available for research. Now, we know there are only 15. Leadership on stem cell research is rapidly moving abroad.

▶ DeFazio is a cosponsor of H.R. 4192, the Putting Prevention First Act, which would expand access to preventive health care services and education programs that help reduce unintended pregnancies, reduce infection and sexually transmitted disease, and reduce the number of abortions.

▶ DeFazio is a cosponsor of H.Con.Res. 99, a resolution calling on Congress to enact legislation by October 2005 to provide all Americans with access to health care.

▶ DeFazio joined dozens of colleagues in writing to the House Appropriations Committee in April 2003 in support of increased funding for Community Health Centers, which serve uninsured and underinsured populations.

▶ DeFazio contacted members of the House Budget Committee negotiating the final version of the fiscal year 2004 budget in opposition to \$94 billion in proposed cuts to Medicaid and the State Children's Health Insurance Program (SCHIP).

▶ DeFazio has continued his leadership on mental health issues as one of the lead cosponsors of H.R. 953, the Senator Paul Wellstone Mental Health Equitable Treatment Act of 2003, which seeks to close a loophole in the original mental health parity legislation to ensure mental illness receives equitable insurance coverage as physical ailments.

▶ DeFazio is a cosponsor of H.R. 1231, legislation to allow federal retirees to pay health

insurance premiums on a pre-tax basis.

- ▶ DeFazio is a cosponsor of a variety of bills to improve coverage under Medicare for a variety of services including acupuncture (H.R. 1477) and physical therapy (H.R. 792). DeFazio also supports legislation blocking cuts in outpatient drug coverage for chemotherapy (H.R. 1622). DeFazio also contacted House Speaker Hastert in July 2003 urging that the final Medicare bill not include cuts to outpatient cancer drugs.
- ▶ In September 2003, DeFazio joined dozens of colleagues in contacting Speaker Hastert in opposition to reducing Medicare payments to hospitals in the Medicare prescription drug bill. Oregon's hospitals, particularly rural hospitals, are struggling financially. Cuts to Medicare reimbursement would add to their financial troubles.
- ▶ Similarly, DeFazio wrote to Speaker Hastert and Minority Leader Pelosi in support of taking up legislation to fix the flaws in the Medicare reimbursement formula for physicians, which had led to larger than expected cuts in payments that have driven many Oregon doctors to refuse to accept new Medicare patients.
- ▶ DeFazio wrote to Chairman Thomas and Ranking Member Rangel of the House Ways and Means Committee in support of including provisions in the Medicare prescription drug legislation to help rural communities, including: a "fallback" provision in cases where private plans are not offered, the Senate's low-income cost sharing provisions, elimination of the coverage gap "doughnut hole."
- ▶ DeFazio supports legislation, H.R. 1910, to prohibit discrimination by insurance companies based on genetic testing.
- ▶ DeFazio is a cosponsor of H.R. 1322, legislation to limit the ability of companies to cancel or dramatically reduce coverage or increase costs for retirees.
- ▶ DeFazio is a cosponsor of H.R. 1886, legislation to require minimum hospital stays for mastectomies and lymph node dissections for the treatment of breast cancer.
- ▶ DeFazio is a cosponsor of bipartisan legislation to provide tax relief for long-term care insurance (H.R. 2096).
- ▶ DeFazio is a cosponsor of H.R. 2932, legislation to combat the growing problem of antibiotic immunity in humans. This legislation would restrict the non-health care related use of antibiotics in animals destined for human food.
- ▶ DeFazio is a cosponsor of H.R. 2979, legislation to provide grants to states to provide universal, comprehensive and cost-effective health care coverage.

- ▶ To improve the ability of small businesses to afford health care coverage, DeFazio is a cosponsor of H.R. 3607, legislation to provide a refundable tax credit for small businesses to purchase health insurance for their employees. The credit equals 40-60 percent of the cost of insurance, depending on the size of the company.
- ▶ He also supports H.R. 4356, the Small Business Health Insurance Promotion Act. Similar to H.R. 3607, this bill would make small businesses or self-employed individuals eligible for a 50 percent tax credit to defray the cost of health insurance. It would create state and national multi-insurer pools to provide comprehensive and affordable health insurance choices to small employers and the self-employed. To receive the tax credit, participating employers must offer all of their employees coverage through either the qualified state or national health insurance pools. These purchasing pools would ensure comprehensive and affordable health insurance. Participants would receive a choice of plans very similar to those available in the Federal Employees Health Benefit Plan (FEHBP).
- ▶ DeFazio is a cosponsor of legislation, H.R. 1717, to allow marijuana to be used for medicinal purposes. He is also a supporter of H.R. 2233, legislation to allow for the medicinal use of marijuana if approved according to the laws of a given state.
- ▶ DeFazio regularly joins dozens of his colleagues in writing to House appropriators in support of adequate funding for the National Institutes of Health (NIH). DeFazio has also specifically advocated for increased funding into prevention, treatment, and cures for Alzheimer's, diabetes, Parkinson's, autism, ALS, ovarian cancer, traumatic brain injuries, and prostate cancer.
- ▶ DeFazio contacted House appropriators in support of adequate funding for the Nurse Reinvestment Act to address the nationwide nursing shortage.

In the 107th Congress (2001-2002):

- ▶ Reintroduced H.R. 1964, the “Access to Medical Treatment Act,” which guarantees patients the right to choose alternative and complementary treatments and to give licensed health care providers the right to recommend and provide these treatments.
- ▶ DeFazio drafted H.R. 5037, the Drug Company Gift Disclosure Act.
- ▶ Testified before the House Government Reform Committee regarding the threat posed by the Codex Alimentarius Commission of the World Health Organization to the Dietary Supplements and Health and Education Act of 1994 and American consumers’ access to information on dietary supplements.
- ▶ Requested the GAO investigate the causes of the flu vaccine shortage during the Winter 2000

flu season. GAO concluded (1) delays in vaccine production and haphazard distribution created the shortages and drove up prices, (2) no mechanism is currently in place to distribute the vaccine to high-risk individuals should there be a shortage in the future.

- ▶ The results of the GAO investigation led DeFazio to draft H.R. 910, the “Influenza Vaccine Emergency Act,” legislation to strengthen the authority of the Secretary of Health and Human Services to respond to inadequate supplies of the flu vaccine. In the case of a shortage, the Secretary could seize vaccines and mandate a new method of distribution to ensure those most at-risk receive the vaccine.
- ▶ Secured \$3 million in H.R. 5010, the fiscal year 2003 Department of Defense Appropriations bill for the Brain, Biology and Machine Initiative at the University of Oregon. H.R. 5010 was signed into law on October 23, 2002. DeFazio also Secured \$1.8 million in the fiscal year 2002 Department of Defense Appropriations bill (H.R. 3338) for the University of Oregon’s Brain, Biology and Machine Initiative. H.R. 3338 was signed into law on January 10, 2002.
- ▶ DeFazio is co-chair of the House Working Group on Mental Illness and the lead co-sponsor of H.R. 162, the “Mental Health and Substance Abuse Parity Amendments of 2001.” H.R. 162 would close loopholes from the 1996 parity law that allow health insurance plans to skirt the requirement that mental illnesses be covered equally with physical ailments.
- ▶ Worked with a large bipartisan group of Members to include strong mental health parity language in the LHHS appropriations bill. In conference, the language was watered down to merely an extension of the 1996 law without closing the loopholes.
- ▶ Member of the Universal Health Care Task Force and original cosponsor of H.Con.Res. 99, directing Congress to enact legislation by October 2004 providing access to comprehensive health care for all Americans.
- ▶ Cosponsor of H.R. 1862, the “Greater Access to Affordable Pharmaceuticals Act of 2001,” legislation to make it easier for generic drugs to come to market faster.
- ▶ Cosponsor of H.R. 1436, the “Nurse Reinvestment Act,” legislation to combat the nationwide nursing shortage via public education, workforce recruitment, and student financial aid.
- ▶ Cosponsor of H.R. 3351, the “Medicare Physician Payment Fairness Act,” legislation to block a cut in reimbursement to physicians that was included in the 1997 Balanced Budget Act, which DeFazio opposed primarily because of the cuts in Medicare it mandated.
- ▶ Cosponsor of several bills to address the high cost of prescription drugs and provide Medicare coverage of prescription drugs. The bills would require companies to offer seniors

on Medicare the same prices they offer their most-favored customers, enable Americans to take advantage of lower costs of drugs manufactured to FDA specifications in other countries by allowing reimportation, and requiring drugs developed with taxpayer funds be provided at a reasonable price.

- ▶ Received the Community Health Super Hero Award for strong and consistent support for community, migrant, and homeless health centers and their patients presented by the National Association of Community Health Centers, Inc. and Health Centers from the State of Oregon.
- ▶ Received the Rural Health Care Award from the Area Health Education Center of Southwest Oregon for helping the people of Oregon re-open hospitals, expand rural health outreach, and receive higher Medicare reimbursement rates.
- ▶ Received a 100 percent rating from the National Committee to Preserve Social Security and Medicare for his efforts to protect Social Security and Medicare.

In the 106th Congress (1999-2000)

- ▶ Secured approval of legislation that helped reopen Cottage Grove's only hospital. DeFazio first introduced legislation, together with members of the House Rural Health Care Caucus, to improve access to healthcare in rural areas. Parts of this bill, including the Cottage Grove hospital provisions, were included in the Medicare Balanced Budget Refinement Act, H.R.3194. This legislation was approved by Congress and enacted into law on November 29, 1999 as part of the fiscal year 2000 Omnibus Appropriations Act.
- ▶ Led battle on the House floor against legislation designed to overturn Oregon's Death With Dignity Act. Together with the rest of Oregon's congressional delegation, DeFazio secured enough votes against the measure to sustain a presidential veto.
- ▶ Author of H.R.2635, the "Access to Medical Treatment Act," a bill to allow patients greater freedom of choice in medical care, which he introduces each Congress. In the 105th Congress, DeFazio testified before the House Committee on Government Reform and Oversight on the issue and has gained the support of the Chairman of this Committee in pushing for passage of the legislation.
- ▶ Received the American Psychiatric Association's "1999 Distinguished Service Award" for outstanding leadership ending discrimination against people suffering from mental illness.
- ▶ Received the National Nutritional Foods Association 1999 Congressional Champion Award.

In the 105th Congress (1997-1998)

- ▶ Together with other members of Oregon's congressional delegation and more than 50 health and hospice related organizations, successfully fought off the first attempts by the congressional leadership to overturn Oregon's assisted suicide law.
- ▶ Author of H.R.1055, a bill to elevate the National Institutes of Health's Office of Alternative Medicine to a National Center for Integral Medicine. The bill would boost the credibility of the office and give administrators more control over grants for studies and clinical research on alternative medicine. The legislation was enacted into law on October 21, 2000 as part of H.R.4328, the Omnibus Appropriations bill for fiscal year 1999.
- ▶ Received "Fearless Heart" award from the Oregon Chapter of the National Alliance for the Mentally Ill in recognition of his efforts to enact mental health parity legislation.
- ▶ Received the American College of Nutrition's 1997 Humanitarian Award in recognition of his efforts in communicating to the American public the importance of nutrition and physical fitness, primarily in promoting access to alternative therapies.

In the 104th Congress (1995-1996)

- ▶ Author of H.R. 1955, a bill prohibiting the increasingly common practice by health insurance companies of forcing new mothers and their infants to leave a hospital within 48 hours. This ban on so-called "drive through deliveries" was included in the FY 97 VA-HUD Appropriations bill, H.R.3666, and enacted into law on September 26, 1996.
- ▶ Co-author of H.R. 4058, legislation to require insurance companies to provide the same levels of coverage for mental illness as they do for physical health problems. DeFazio led an effort to gather signatures from 116 of his colleagues on a letter to congressional leaders urging them to keep mental health parity provisions in the Kennedy-Kassebaum health insurance portability bill. DeFazio was honored with an award from the American Psychological Association for his leadership in the enactment of limited mental health parity legislation, which was finally included in H.R. 3666, the FY97 VA-HUD Appropriations bill, and enacted into law on September 26, 1996.

In the 103rd Congress (1993-1994)

- ▶ DeFazio led the fight to save The Emergency Food Assistance Program (TEFAP) to help provide food commodities to children and poor working families. The Clinton Administration recommended cancellation of this program, but DeFazio mobilized 103 House Members in an effort to fund the program. His coalition was able to restore \$25 million for food commodities and \$40 million for administration of the program.

In the 101st Congress (1989-1990)

▶ Author of legislation, H.R.1564, to revise the Medicare Catastrophic Coverage Act of 1988. DeFazio voted against the Medicare Catastrophic bill which proved unpopular with seniors and was ultimately repealed by H.R.3607, enacted into law on December 13, 1989.

In the 100th Congress (1987-1988)

▶ Author of H.R. 4391, a bill to require the registration of the sales of all chemicals used to produce methamphetamine. Provisions of the bill were incorporated in the Omnibus Anti-Drug Act, H.R.5210, which was enacted into law on November 18, 1988.

EDUCATION

One of DeFazio's proudest accomplishments remains the more than \$225,000 in after-tax salary he has used to fund 134 individual scholarships and to reduce the national debt. Peter DeFazio votes against the large congressional pay raises and gives the money back. For more than a decade he linked his pay to cost of living adjustments for Social Security recipients. He uses the pay raises to fund scholarships for dislocated workers at five community colleges in southwest Oregon. The 2000 decennial redistricting added a substantial portion of Josephine County to the 4th C.D., even though Rogue Community College isn't located in the district, DeFazio has established scholarships there to help people living in the district who attend school at RCC.

As a recipient of financial aid, DeFazio understands the importance of financial aid in helping students achieve a higher education. He supports increased funding for student loans and grants. He also worked to establish a provision in the tax code to allow graduate students to exempt tuition waivers from income tax.

DeFazio supported the bipartisan education reform and accountability legislation enacted in 2001. He has also supported efforts to ensure that this legislation is fully funded. DeFazio believes that when the federal government imposes mandates on local schools, then federal money should follow to fulfill those mandates.

"The governor and funding agencies pick Rep. DeFazio as their 'donor of the year'"
The Register-Guard, 3/16/04

"DeFazio noted for donations to education"
Umpqua Post, 4/7/04

"[DeFazio's record on education is clear – he has fought for more funding for higher education on the state level and has worked with the President to procure more money for financial aid and student loans."
Daily Emerald, October 26, 2000

In the 108th Congress (2003-2004)

- ▶ DeFazio voted against the House Republican budget resolution because it under-funded the commitments of the No Child Left Behind Act by nearly \$8.8 billion in fiscal year 2005 alone.
- ▶ DeFazio voted in favor of a budget amendment, H.Res. 685, by Representative Obey to boost education spending in fiscal year 2005 by \$5.7 billion, which would have meant \$21.7

million more for Oregon programs for disadvantaged students, \$14.3 million for Oregon programs for disabled students, and \$22.8 million more for Pell Grants for higher education. The amendment was paid for by scaling back the tax cuts for millionaires from \$120,000 a year to \$24,000. The Obey amendment was defeated.

- ▶ In January 2003, DeFazio introduced a comprehensive economic stimulus bill that included \$5 billion to repair and upgrade our nation's crumbling school infrastructure.
- ▶ DeFazio joined Rep. Rahm Emanuel in introduced H.R. 1738, the American Parity Act, which required that the education, infrastructure, and social services investments U.S. taxpayers are being forced to make in Iraq be matched dollar for dollar by investments in similar activities here at home.
- ▶ Awarded the "Outstanding Service to Oregon" award from the University of Oregon Alumni Association, June 6, 2003.
- ▶ Named "Donor of the Year" for 2003 by the National Scholarship Providers Association in recognition of his commitment to redirecting proceeds from congressional pay raises into college scholarships.
- ▶ Recognized for lifetime achievements and contributions to the district and state—contributions are noteworthy and have improved the lives of many Oregonians, Alpha Kappa Alpha, 2004.
- ▶ **H.R. 4613 also included \$2.5 million for the ONAMI Safer Nanomaterials and Nanomanufacturing Initiative and \$2.5 million for the ONAMI Miniature Tactical Energy Systems Development Initiative that was requested by DeFazio.** The Oregon Nanoscience and Microtechnologies Institute (ONAMI) is a collaboration between government, industry and higher education, and is located on the campuses of Oregon's major research universities: Oregon State University, Portland State University and the University of Oregon. ONAMI will develop nanomaterials and nanomanufacturing methods that simultaneously meet the military's need for high performance materials, protect human health, and minimize harm to the environment.
- ▶ **DeFazio obtained \$25,000 in H.R. 2673 for Southwest Oregon Community College** to augment college programs providing training and retraining to the unemployed, but especially older dislocated workers.
- ▶ **H.R. 2673 also included \$50,000 for the University of Oregon School of Music that was requested by DeFazio.** This funding will be used to equip classrooms and practice areas as part of a larger effort to expand the School of Music.
- ▶ In the Commerce, Justice and State portion of H.R. 2673, the fiscal year 2004 Consolidated Appropriations Act, **DeFazio secured \$450,000 for the Lane County Breaking the Cycle**

Program. In December of 1998, the Lane County Department of Youth Services was awarded a National Institute of Justice grant of \$2 million for two years to address juvenile substance abuse and crime. This additional funding will help to ensure continuation of the program, which will allow Lane County to complete the assessment phase of the project and document the program's effectiveness.

- ▶ DeFazio is a cosponsor of H.R. 2366, legislation to suspend some of the provisions of the No Child Left Behind Act until the federal government fully funds its portion of the law.
- ▶ DeFazio is a cosponsor of H.R. 1094, legislation to achieve full funding of the Individuals with Disabilities Education Act (IDEA) by 2008.
- ▶ DeFazio is a cosponsor of H.R. 936, the Leave No Child Behind Act, which distinguishes itself from the President's education initiative by focusing on a more holistic approach to children's well-being. H.R. 936 includes provisions to expand access to health care, child care, and family leave. The legislation also includes a strategy for dealing with juvenile justice.
- ▶ DeFazio is a cosponsor of H.R. 1306, legislation to provide student loan forgiveness for students who enter public service in a variety of areas, including: (1) highly qualified teachers in low-income communities and of mathematics, science, and bilingual and special education; (2) early childhood educators; (3) nurses; (4) child welfare workers; (5) nutrition professionals; (6) infant and toddler specialists; and (6) other highly-qualified workers who serve low-income or needy communities and who are in public service professions that suffer from a critical lack of qualified personnel.
- ▶ DeFazio is a cosponsor of H.R. 236, the Student Bill of Rights, legislation to require the Secretary of Education to certify the extent to which each public school enables students to: (1) acquire knowledge and skills necessary for responsible citizenship; (2) meet challenging academic achievement standards; and (3) compete and succeed in a global economy. The legislation ensures accountability to these goals by withholding a portion of the federal aid to schools who don't make adequate progress.
- ▶ DeFazio contacted House appropriators in support of increased funding for a variety of critical elementary and secondary education programs including: Head Start, 21st Century Learning Centers (after-school programs), dropout prevention, math and science programs, arts education, the National Writing Project, and TRIO.
- ▶ DeFazio has also contacted House appropriators in support of increased funding for higher education programs like Pell Grants, Perkins loans, and university funding through the National Science Foundation.

In the 107th Congress (2001-2002)

- ▶ DeFazio voted in favor of H.R. 1, the bipartisan education reform and accountability legislation known as the No Child Left Behind Act.
- ▶ Cosponsor of H.R. 1076, the "America's Better Classroom Act," and H.R. 340, the "Excellence and Accountability in Education Act," legislation to repair, rebuild, and construct new public schools and hire more teachers with the goal of improving the conditions in America's public schools so kids are better able to learn.
- ▶ Author of H.R. 1921, the "Federal Financial Aid Regulatory Relief Act," legislation eliminating the requirement for student loan applicants to be registered with the Selective Service in order to receive financial aid.
- ▶ Cosponsor of H.R. 1162, the "21st Century Higher Education Act," a comprehensive bill to expand federal support for higher education, including increased funding for financial aid. H.R. 1162 was drafted by the Ranking Democrat on the Education and Workforce Committee.
- ▶ Received the American Federation of Teachers Quality Service Award for outstanding efforts and steadfast support for legislation to advance the interests of children, public education, public employees and working families.
- ▶ H.J.Res. 2 also included \$50,000 for the E-Commerce Training Center at Umpqua Community College and \$50,000 for the after school programs in the Junction City School District, both of which were requested by DeFazio.
- ▶ Secured \$50,000 in H.R. 3061 for the University of Oregon's Museum of Natural History. This funding will be used to make improvements to the University of Oregon Museum of Natural History's research collection storage facility. The current facility is inadequate for historical archives.
- ▶ Secured \$750,000 in H.R. 2500, the fiscal year 2002 Commerce, Justice, State Appropriations bill (signed into law on November 28, 2001) for the Breaking the Cycle program in Lane County and an additional \$750,000 in H.J. Res. 2, the fiscal year 2003 Omnibus Appropriations Act, which was signed into law on February 20, 2003.
- ▶ Secured \$150,000 in H.R. 2620, the fiscal year 2002 VA-HUD Appropriations bill, for the Boys & Girls Club of Albany. The funds will assist with construction of a 35,000 square foot addition to their existing facilities. The new addition will provide the Club with a total of 65,000 square feet and will include separation areas for elementary, middle and high school age children. The new addition will expand the computer learning center capabilities from 14 to 54 stations, provide two more full-sized gymnasiums, and will allow the development of new kitchen facilities enabling the Club to increase its daily meal programs for children. H.R.

2620 was signed into law on November 26, 2001.

- ▶ Drafted legislation, H. R. 2731, the “School Energy Assistance Act,” along with Representative Baird to provide federal grants to schools hit hard by rising energy prices.
- ▶ Received National Forest Counties and Schools Coalition Distinguished Service Award in appreciation for his dedication and commitment to the Forest Counties and Schools of America.
- ▶ Received the Congressional Youth Leadership Council Award for his commitment to educating today's young leaders for their future roles.

In the 106th Congress (1999-2000)

- ▶ Successfully brokered compromise legislation, H.R. 2389, to guarantee increased federal timber sale payments to state and local governments for schools and road projects. DeFazio authored H.R. 1185 and H.R. 2868, bills to establish a permanent inflation-adjusted "safety net" for timber-dependant counties throughout the U.S. When these bills were blocked by House leadership, and with an alternate proposal blocked by a threatened Administration veto, DeFazio worked to break the legislative gridlock on the controversial issues and hammered out a compromise signed into law on October 30, 2000. The legislation means \$261 million annually for Oregon counties, an increase in annual payments of \$114 million.

In the 105th Congress (1997-1998)

- ▶ Led a group of more than sixty Member of Congress in successfully opposing a provision in the House-passed tax package repealing section 117(d) of the tax code. This provision provides tax-exempt status for the nominal value of scholarships, fellowships, and tuition and fee waivers received by graduate students working as teaching or research assistants. DeFazio worked with students all over the country to ensure the provision was dropped from the final tax package. DeFazio authored similar provisions in a law approved in the 100th Congress making this provision permanent (see below).
- ▶ Led successful effort in the House to increase funding for the National Guard's Youth Challenge Program. When first considered, the House Department of Defense funding bill for fiscal year 1999 cut funding for the Youth Challenge Program by \$10 million from last year's level, putting Oregon's program in jeopardy. As a result of his efforts, the final funding bill, H.R.4103, includes a \$12 million increase over last year's funding level. Not only did this allow Oregon's program to continue, it was expanded to a full year program. The legislation was signed into law on October 17, 1998.

In the 103rd Congress (1993-1994)

- ▶ Author of H.R. 453, the "Education Reform and Flexibility Act." This legislation would establish a national demonstration program to provide schools with increased flexibility to design curriculums. Major portions of this legislation were included in H.R.1804, the GOALS 2000 Act, enacted on March 31, 1994.
- ▶ Facing the prospect of greatly reduced timber sale payments to county governments in Oregon, DeFazio worked with the Clinton Administration and county governments to craft a 10-year guaranteed safety net for Western Oregon counties, many of whom are highly dependent on federal timber sale receipts for services such as law enforcement and public health. The new formula is an entitlement that will require no annual appropriation. It was included in the Omnibus Budget Reconciliation Act of 1993, H.R.2264, enacted on August 10, 1993.
- ▶ DeFazio led the fight to save The Emergency Food Assistance Program (TEFAP) to help provide food commodities to children and poor working families. The Clinton Administration recommended cancellation of this program, but DeFazio mobilized 103 House Members in an effort to fund the program. His coalition was able to restore \$25 million for food commodities and \$40 million for administration of the program.

In the 100th Congress (1987-1988)

- ▶ Author of H.R. 4332, a bill to make permanent the income tax exemption granted to graduate students for tuition waivers. The bill was included with a \$1,500 exemption cap in the Technical Corrections Act of 1988, H.R. 4333, which was signed into law on November 10, 1988.

SMALL BUSINESS

DeFazio has been a leading advocate for Oregon small businesses by securing appropriations earmarks, fighting unfair trade deals and rising energy costs, improving crumbling infrastructure, and pushing for adequate funding of the Small Business Administration.

Note: DeFazio's efforts to support small businesses by promoting infrastructure development, more rational forest and fishery management policies, fighting unfair trade deals, and restoring affordable energy costs are detailed in other chapters and are not repeated here.

In the 108th Congress (2003-2004):

▸ **DeFazio has voted against the President's budget requests to slash funding for the Small Business Administration (SBA).** The President's FY02 and FY03 budgets proposed funding reductions for the SBA of 40 and 56 percent, respectively. This year, the President asked for \$700 million, a 10.4 percent cut from the previous year. The administration also proposed eliminating funding for: the SBA's most popular lending program, 7(a) loans, and reducing the maximum loan size; the Small Business Innovative Research Program technical assistance and the SBIR Federal and State Technology Partnership program (known as "FAST"); the New Market Venture Capital program; and the PRIME (Program for Investment in Microentrepreneurs) technical assistance.

▸ **DeFazio is a cosponsor of H.R. 3607, legislation to provide a refundable tax credit for small businesses to purchase health insurance for their employees.** The credit equals 40-60 percent of the cost of insurance, depending on the size of the company.

▸ **He also supports H.R. 4356, the Small Business Health Insurance Promotion Act.** Similar to H.R. 3607, this bill would make small businesses or self-employed individuals eligible for a 50 percent tax credit to defray the cost of health insurance. It would create state and national multi-insurer pools to provide comprehensive and affordable health insurance choices to small employers and the self-employed. To receive the tax credit, participating employers must offer all of their employees coverage through either the qualified state or national health insurance pools. These purchasing pools would ensure comprehensive and affordable health insurance. Participants would receive a choice of plans very similar to those available in the Federal Employees Health Benefit Plan (FEHBP).

▸ **DeFazio supports reducing taxes on small businesses. The first bill he introduced this session was an economic stimulus bill that included payroll tax relief for individuals and employers.** My bill, H.R. 396, included an exemption for the first \$10,000 in wages from the Social Security payroll tax—both the employee and employer share. This would provide a tax cut for small businesses of \$620 for each employee earning at least \$10,000.

- ▶ DeFazio is also a cosponsor of legislation introduced by Representative Hooley, H.R. 3608, which provides a **\$5,000 tax credit for the creation of new jobs during the current recession.**

- ▶ DeFazio is a cosponsor of bipartisan legislation, H.R. 1769, the Job Protection Act, which would **lower the corporate tax rate on businesses who manufacture in the United States.**

- ▶ **DeFazio has been a leading opponent of President Bush's tax cut agenda**, which, despite the administration's rhetoric, has favored large multinational corporations and wealthy individuals, not small businesses. In fact, **the President's tax cuts have exacerbated the challenges faced by small that need access to adequate capital to operate and expand.** For example, the President proposed eliminating taxation of dividends and lowering the tax on capital gains. Because these tax cuts make investments in corporations more attractive, small businesses (which don't generally pay dividends and offer lower gains to investors) will have to pay higher interest costs to attract increasingly scarce capital. Similarly, the President's tax cuts have led to the re-emergence of massive federal budget deficits. Budget deficits hurt small businesses. As the federal government becomes of very large borrower of private capital, the government attracts capital that would otherwise be available for private investment, including in small businesses. Government deficits raise interest rates and borrowing costs for small businesses.

- ▶ **DeFazio voted in favor of H.R. 205, the National Small Business Regulatory Assistance Act of 2003**, which directs the SBA's Small Business Development Centers to serve as clearinghouses for confidential regulatory compliance assistance to small businesses. The bill is still awaiting action the Senate.

- ▶ **DeFazio worked to protect hundreds of jobs at the Hynix semiconductor plant in Eugene.** Hynix has been under attack by a competitor, Micron. DeFazio coordinated letters from the Oregon delegation to the Department of Commerce in support of Hynix's position in the trade complaint filed by Micron. DeFazio also testified on behalf of the Hynix workers before the U.S. International Trade Commission on June 24, 2003. And, DeFazio introduced a resolution, H.Con.Res. 124, that highlighted the important role Hynix plays in the Oregon economy and urges the Secretary of Commerce to grant a fair hearing to Hynix in the trade case. DeFazio's bipartisan resolution was cosponsored by the entire Oregon House delegation.

- ▶ **Videx, a Corvallis-based manufacturer, reported to DeFazio that one of its product lines had been counterfeited by a Chinese company**, which caused Videx's sales in China to drop from \$1.2 million a year to \$200,000. **In response, DeFazio coordinated letters to the Secretary of Commerce and the U.S. Trade Representative that were signed by Representative Hooley and Senators Wyden and Smith urging the Administration to use every tool at its disposal, including bringing the situation to the attention of high-level Chinese officials and filing a complaint at the World Trade Organization against China**

for violating its intellectual property commitments. DeFazio continues to monitor this situation. To date, the Administration has raised this issue with counterparts in China, but has not been willing to go beyond words to actually file a trade complaint at the WTO.

- DeFazio joined several colleagues in the Northwest in writing to Treasury Secretary Snow in February 2004 in support of an application by ShoreBank Pacific for \$30 million in New Markets Tax Credits. ShoreBank would use these credits to leverage investments, including business start-ups, expansions and stabilization in Lane, Douglas, Coos, and Curry counties in Oregon. ShoreBank was ultimately awarded \$8 million in credits for 2003-2004.

- **H.R. 4613, the fiscal year 2005 defense spending bill included \$2 million requested by DeFazio for a software program to more efficiently schedule U.S. Navy ship construction. DeFazio also secured \$2 million in fiscal year 2004 and \$1.5 million in 2003 for this program. The software, which was developed by On Time Systems, Inc. of Eugene, Oregon, could save the Navy \$200-500 million in annual construction costs.** In addition, when the Navy and Electric Boat (one of the Navy's primary shipbuilders) did not comply with the direction from Congress on the testing of the software. DeFazio and Representative Norm Dicks intervened with the Navy on behalf of On-Time Systems, Inc. to ensure that congressional intent was fulfilled with a full-fledged test and evaluation of the software.

- **DeFazio also helped secure the first ever earmark for Hydration Technologies of Albany, Oregon. H.R. 4613 includes \$6.3 million to purchase personal water filtration devices produced by Hydration Technologies for the Army and Air Force.** Water requirements constitute the single largest logistics challenge for the U.S. military. The Albany-based company has found a way to provide low-cost, safe, reliable, simple-to-operate technology to allow the individual soldier to produce drinkable fluids from available contaminated water sources.

- **DeFazio successfully fought for continued funding in H.R. 2673 for the Disability Exchange Clearinghouse. The Clearinghouse will receive \$500,000 in fiscal year 2004, which will be administered by Mobility International (MI), which is based in Eugene.** MI and the Disability Exchange Clearinghouse are an invaluable link in providing increased opportunities for people with disabilities, and also providing technical assistance to all international exchange programs sponsored by the State Department. MI has recognized DeFazio for his commitment to empowering people with disabilities throughout the world.

- Federal agencies consistently fail to meet congressionally imposed goals for granting contracts to small businesses, a failure that has cost small businesses almost \$40 billion in lost contracting opportunities. DeFazio supports limiting contract bundling by federal agencies. Contract bundling combines several smaller contracts into a single, large contract that is too large for a small business to handle and bid on. In addition, DeFazio supported efforts during consideration of the President's spending packages for Iraq to open up the bidding process and increase transparency so small businesses can compete.

- ▶ DeFazio voted in favor of legislation last year, H.R. 1829, which would block Federal Prison Industries, which uses prison labor, from being a mandatory source for government contracts. This will allow small businesses to compete for these contracts. The bill has not been acted on by the Senate.
- ▶ DeFazio is an original cosponsor of the Motor Vehicles Owner's Right to Repair Act (H.R. 2735), which has been endorsed by the National Federation of Independent Business (NFIB). This legislation restores the right of consumers to have their vehicle serviced at a repair facility of their choice and to decide whether they would like their car fixed with original or aftermarket automobile parts.

In the 107th Congress (2001-2002):

- ▶ DeFazio supports efforts to reduce the paperwork burden on small businesses. He voted in favor of H.R. 327 in 2002 (P.L. 107-198), the Small Business Paperwork Relief Act, which requires OMB to make resources available for small businesses with questions about regulatory compliance, requires each federal agency to establish a single point person to act as a liaison with small businesses, and requires each agency to reduce the paperwork burden on small businesses.
- ▶ As the ranking Democrat on the House Subcommittee on Water Resources and the Environment, DeFazio was an original cosponsor of H.R. 1831, the “Small Business Liability Protection Act,” legislation to ensure prompt clean-up of abandoned industrial sites by providing limited liability relief for small businesses and others who dispose of small amounts of waste. This legislation will speed clean-ups of blighted areas by ensuring clean-up is not bogged down by disputes. H.R. 1831 was included in H.R. 2869, the Brownfields Revitalization Act, which was signed into law in January 11, 2002.
- ▶ DeFazio successfully fought for continued funding in H.R. 2500 and again in H.J.Res. 2 for the Disability Exchange Clearinghouse. The Clearinghouse is receiving \$500,000 in funding in both fiscal year 2002 and 2003, which will be administered by Mobility International (MI), which is based in Eugene.
- ▶ The fiscal year 2003 DOD Appropriations bill also included \$1.5 million requested by DeFazio for a software program to more efficiently schedule U.S. Navy ship construction. The software program was developed by On Time Systems, Inc. of Eugene, Oregon.

FISCAL RESPONSIBILITY

Congressman DeFazio has long been a vocal advocate for fiscal responsibility, balancing the federal budget deficit, and reducing wasteful federal spending.

DeFazio believes that fiscal responsibility should begin at the top, which is why he votes against the large congressional pay raises and gives the money back. For more than a decade he linked his pay to cost of living adjustments for Social Security recipients. He uses the pay raises to fund scholarships for dislocated workers at five community colleges in southwest Oregon. To date, DeFazio has used \$217,000 in after-tax salary from congressional pay raises he opposed to fund 128 individual scholarships and to reduce the national debt.

"Taxpayers for Common Sense Action...thanks you for putting taxpayers first and voting against final passage of H.R. 2673, the ' Consolidated Appropriations Act, 2004.' ...We applaud you for taking a stand against this wasteful bill and fighting to protect American taxpayers."

Letter from Taxpayers for Common Sense to DeFazio, January 28, 2004

"But the habitually feisty [DeFazio] has a way of making points -- and his bill shines a glaring spotlight on the misplaced spending priorities of the Bush administration"

The Register-Guard, September 12, 2003

"Taxpayers in Oregon can be proud that [DeFazio] is voting to end wasteful government spending with common sense reforms."

Taxpayers for Common Sense, July 28, 1998

"[DeFazio is] Oregon's most outspoken watchdog on federal accounting practices."

Daily Astorian, May 19, 1998

"Our man in Congress, Democrat Peter DeFazio, is continuing his push for an end to billions of dollars in corporate tax breaks..."

Democrat Herald, March 1997

In the 108th Congress (2003-2004)

► **DeFazio is a cosponsor of H.R. 3995, the Assuring Fiscal Honesty and Accountability Act of 2004**, which would cap discretionary spending for the next three years at the same levels requested by President Bush. This legislation would also reform the "emergency" spending loophole that allows Congress to spend billions of dollars a year outside the normal budget process. And, H.R. 3995 would reinstate the so-called "pay-as-you-go" rules that helped bring the budget into balance in the late 1990s. These rules require that any legislative

changes that would increase the deficit -- whether spending increases or tax cuts -- must be offset by cuts or revenue increases somewhere else in the budget.

▸ In his May 2004 newsletter to Oregonians, **DeFazio outlined nearly a dozen steps that could be taken to balance the federal budget over ten years.** Among the items DeFazio mentioned were: cancelling the Star Wars missile defense system, cracking down on corporate tax avoidance, freezing foreign military and economic aid, freezing tax cuts for those making more than \$311,000 a year, repealing subsidies in the Medicare bill for the pharmaceutical and insurance industries, reducing consultant employed by the federal government, and canceling at least one of the Pentagon's three virtually identical fighters jets under development.

▸ **DeFazio voted against the House Republican budget resolution, which largely mirrored President Bush's proposed budget, because Relative to current law, the Republican budget will increase the deficit by \$247 billion over the next five years and \$1.6 trillion over the next 10 years. Plus, it would spend every penny of the Social Security and Medicare trust funds** on other government programs and to fund tax cuts for wealthy Americans. This budget would exacerbate federal budget deficits by providing for \$153 billion in tax cuts over five years, \$1.2 trillion over 10 years.

▸ DeFazio drafted an alternative budget framework for FY2004-2013 that included: his economic stimulus plan; targeted spending increases in education, homeland security and veterans, among other areas; a freeze on tax cuts for those making more than \$311,000 a year and estates over \$5 million; reductions in nuclear energy and fossil fuel subsidies; reductions in redundant, irrelevant, and under-performing Pentagon programs. Unlike the President's budget, which would add \$1 trillion in debt, DeFazio's budget framework would have paid off some existing debt and achieved unified balance by 2013.

▸ DeFazio voted against H.R. 4520, a corporate tax cut bill that will add more than \$200 billion to the deficit over 10 years when the budget gimmicks are removed.

▸ **Named a "Treasury Guardian" by the non-partisan, non-profit Taxpayers for Common Sense for his votes to cut wasteful and unnecessary federal spending and subsidies in 2003. This is the fifth year in a row Rep. DeFazio has received this honor.**

In the 107th Congress (2001-2003)

▸ DeFazio voted against the tax cuts advocated by President Bush because he did not believe that the surpluses that were supposedly being returned to taxpayers would actually materialize. Unfortunately, they did not, which means that our nation is borrowing trillions of dollars in order to fund tax cuts.

In the 106th Congress (1999-2000)

- ▶ DeFazio drafted legislation, the Comprehensive Fiscal Responsibility and Accountability Act," legislation that contained program eliminations, reductions, and reforms in a variety of areas; increased fees for the nuclear waste fund; and closed multinational corporate tax loopholes. The DeFazio legislation would have reduced the deficit by \$145 billion over five years.
- ▶ DeFazio was rated the second most fiscally conservative Democrat in the House of Representatives according to the National Taxpayers Union's analysis of his voting record in 1999.

In the 104th Congress (1995-1996)

- ▶ DeFazio was one of only 72 Democrats to vote in favor of H.J.Res. 1, a Constitution amendment to require the federal government to run a balanced budget (Roll Call Vote #51, January 26, 1995). The amendment was approved by the House 300-132, but fell one vote short of the two-thirds necessary in the Senate.

TAXES

Throughout his career, Congressman DeFazio has been a vocal advocate for reducing the tax burden on working families while ensuring that corporations and the wealthiest Americans (those making more than \$311,000 a year) pay their fair share.

DeFazio has voted in favor of tax relief for married couples, increasing the child tax credit, and creating the lower 10 percent tax bracket. DeFazio has supported legislation to lower the tax burden on small businesses. He has also drafted legislation to ease the payroll tax burden on workers and employers.

In the 108th Congress (2003-2004)

- ▶ **DeFazio voted in favor of H.R. 1308, legislation to extend the increased child tax credit, the lower 10 percent tax bracket and marriage penalty relief originally approved in 2001 for five more years.** This legislation was sent to the President for his signature on September 23, 2004.
- ▶ **The first bill DeFazio introduced** in the 108th Congress was an economic stimulus measure, H.R. 396, that **provided for a one-year exemption of the first \$10,000 in wages from the Social Security payroll tax.** This legislation would provide a \$620 tax cut for employees and a \$620 tax cut for employers for each employee earning at least \$10,000.
- ▶ **DeFazio voted in favor of stand-alone legislation, H.R. 4359, to permanently maintain the increase in the child tax credit** that was originally enacted in 2001. This legislation was approved in the House on May 24, 2004. A five year extension was eventually rolled into H.R. 1308, which was sent to the President for his signature on September 23, 2004.
- ▶ DeFazio also cosponsored legislation, H.R. 2325, which would accelerate the refundability of the child tax credit. This legislation would benefit lower income families.
- ▶ **DeFazio voted in favor of stand-alone legislation, H.R. 4181, to ensure the repeal of the marriage penalty** that was enacted in 2001 was made permanent. This legislation was approved by the House on April 28, 2004. A five year extension was rolled into H.R. 1308, which was sent to President Bush for his signature.
- ▶ **DeFazio voted in favor of stand-alone legislation, H.R. 4275, to make the 10 percent tax bracket permanent.** This legislation was approved by the House on May 13, 2004. A five year extension was eventually rolled into H.R. 1308, which has been sent to President Bush for his signature.

- ▶ **DeFazio voted in favor of legislation, H.R. 4227, that would extend relief from the alternative minimum tax** for individuals for two years. This legislation was approved by the House on May 5, 2004. One-year relief from the AMT was included in H.R. 1308, which was sent to President Bush for his signature.
- ▶ DeFazio voted in favor of H.R. 1057, legislation to extend the expansion and increase in the adoption tax credit that was originally adopted in 2001. This legislation was approved in the House on September 23, 2004.
- ▶ **DeFazio cosponsored several bills to force corporations to pay their fair share of taxes** including: H. R. 737 to eliminate the ability of corporations to rent post office boxes that serve as headquarters in tax havens to avoid U. S. taxes; H.R. 1555 to eliminate corporate tax shelters used to hide income.
- ▶ **DeFazio is a cosponsor of H.R. 3607, legislation to provide a refundable tax credit for small businesses to purchase health insurance for their employees.** The credit equals 40-60 percent of the cost of insurance, depending on the size of the company.
- ▶ DeFazio is also a cosponsor of legislation introduced by Representative Hooley, H.R. 3608, which **provides a \$5,000 tax credit for the creation of new jobs during the current recession.**
- ▶ **DeFazio is a cosponsor of bipartisan legislation, H.R. 1769, the Job Protection Act, which would lower the corporate tax rate on businesses who manufacture in the United States.**
- ▶ DeFazio voted against H. R. 4520, the so-called American Jobs Creation Act, because the bill included tens of billions of dollars in tax subsidies for exporting American jobs overseas. The non-partisan Congressional Research Service wrote that the tax cuts in H.R. 4520 would "unambiguously reduce the relative tax burden of foreign compared to domestic income...there would be more situations where firms would have a tax incentive to increase their overseas investment." DeFazio also opposed the bill because it would add \$200 billion to our national debt over ten years, it contained a variety of corporate subsidies for favored industries, and did not do enough for small manufacturers here at home.
- ▶ **DeFazio voted in favor of H.R. 1307, the Armed Forces Tax Relief Act.** This legislation eases the tax burden on those serving in combat situations in a variety of ways.
- ▶ DeFazio is a cosponsor of legislation, H.R. 727, to close a loophole that subsidizes the purchase of heavy gas guzzling vehicles like Humvees.
- ▶ DeFazio is a cosponsor of H.R. 570, legislation to extend the production tax credit for wind energy, which is important renewable energy production in the Northwest. A extension of the

renewable energy production tax credit was included in H.R. 1308, which was sent to the President for his signature in September 2004.

- ▶ DeFazio is a cosponsor of H.R. 610, legislation to reinstate the tax on corporations to pay for clean-up of environmentally hazardous Superfund sites. This legislation promotes the "Polluter Pays" principle rather than requiring taxpayers to pay to clean up corporate messes.
- ▶ DeFazio is a cosponsor of H.R. 2096, legislation to provide a tax deduction for long-term care insurance premiums.
- ▶ DeFazio is a cosponsor fo H.R. 2888, legislation that would limit the tax deductability of excessive CEO compensation. Corporations could still pay CEOs whatever they want to, but they couldn't force the American taxpayers to subsidize such pay by counting excessive pay as a business expense and then deducting it off their taxes.

In the 107th Congress (2001-2002)

- ▶ DeFazio voted against the final version of the tax cuts advocated by President Bush during 2001-2003 because he did not believe that the surpluses that were supposedly being returned to taxpayers would actually materialize. Unfortunately, they did not, which means that our nation is borrowing trillions of dollars in order to fund tax cuts.
- ▶ DeFazio voted in favor of a substitute bill by Representative Rangel(D-NY) to end the marriage penalty in the U. S. tax code (March 29, 2001, Roll Call Vote #73).
- ▶ DeFazio voted in favor of a substitute bill by Representative Rangel to eliminate the estate tax for all estates worth \$5 million or less. (April 4, 2001, Roll Call Vote #82).
- ▶ DeFazio cosponsored several bills to force corporations to pay their fair share of taxes including: H. R. 3884 to eliminate the ability of corporations to rent post office boxes that serve as headquarters in tax havens to avoid U. S. taxes; H. R. to 2520 eliminate corporate tax shelters used to hide income; H. R. 4993 to prevent businesses that relocate abroad to avoid taxes, from taking advantage of international tax treaties; and H. R. 4831 to prohibit corporate tax dodgers from receiving government contracts.
- ▶ DeFazio introduced legislation, H. R. 3315, to stabilize and improve Social Security. This legislation included a provision to exempt the first \$4,000 in wages from the individual portion of the Social Security payroll tax.

In the 106th Congress (1999-2000)

▸ DeFazio voted in favor of legislation, H.R. 4865, legislation to repeal a portion of the tax on Social Security benefits (Roll Call Vote #450). This legislation was approved by the House on July 27, 2000, but was never acted on by the Senate.

SENIORS

DeFazio earned a graduate degree from the University of Oregon in gerontology and founded Eugene's Senior Companion Program, a senior employment program authorized under the Older Americans Act. He has continued his commitment to our nation's seniors in his congressional career.

"DeFazio has long been an advocate of senior citizens and has put much effort during his elective-office career into trying to guarantee that their needs are met."

Siuslaw News, March 13, 2002

"DeFazio, who is one of the most knowledgeable men in the country when it comes to the Social Security program - because he's studied the system thoroughly and dedicated himself to finding a 'fix for it'..."

Port Orford News, March 13, 2002

"He has been a watchdog for hard-working Oregonians and a strong voice for senior citizens."

The World, September 25, 2001

In the 108th Congress (2003-2004)

- ▶ **DeFazio voted against the House Republican budget resolution for FY04 and FY05, which largely mirrored President Bush's budget proposals. One of the reasons for his vote is that the Republican proposals would spend \$2 trillion over ten years in the Social Security and Medicare trust funds on other government programs and to fund tax cuts for the richest Americans.**
- ▶ **DeFazio is a cosponsor of H.R. 2262, the Consumer Price Index for Elderly Consumers Act, which would establish a CPI-E for Social Security recipients that would more accurately measure cost-of-living increases for seniors by focusing on the rising cost of products most often purchased by seniors, such as prescription drugs. This would lead to higher and more realistic COLAs for Social Security recipients.**
- ▶ **DeFazio voted against H.R. 1, the Republican Medicare Prescription drug bill, which provides scant benefits to seniors while lavishly subsidizing the pharmaceutical and insurance industries.**
- ▶ **In August 2004, DeFazio released a report on the Medicare drug discount card program prepared at his request by the Democratic Staff of the House Committee on Government Reform. The report found that the discount cards failed to provide real savings to most**

seniors.

- ▶ **DeFazio supported several bills that would truly address the high cost of prescription drugs and provide Medicare coverage of prescription drugs.** The bills would require companies to offer seniors on Medicare the same prices they offer their most-favored customers, enable Americans to take advantage of lower costs of drugs manufactured to FDA specifications in other countries by allowing reimportation, bring generic drugs to market faster, and requiring drugs developed with taxpayer funds be provided at a reasonable price.
- ▶ **In September 2004, DeFazio joined several other Oregon Representatives in contacting HHS Secretary Tommy Thompson urging him to support Governor Kulongoski's plan to reimport drugs from Canada.**
- ▶ **DeFazio reintroduced H.R. 757, the Drug Company Gift Disclosure Act,** legislation to require prescription drug manufacturers, packers, and distributors to disclose certain gifts provided in connection with detailing, promotional, or other marketing activities to health care entities. The legislation is intended to publicize drug company gifts that may influence prescribing practices of physicians and contributing to rising drug costs.
- ▶ As he has in past congresses, DeFazio is a cosponsor of H.R. 97, the “Notch Fairness Act.” This bill would provide notch victims a choice of either a \$5,000 lump sum payment over four years, or an improved benefit computation over 10 years.
- ▶ **DeFazio has supported alternative federal budget proposals, and offered his own amendment, to roll back the tax cuts for those making more than \$373,000 a year in order to reduce the federal budget deficit and stop the raiding of the Social Security trust fund to pay for other government functions and tax cuts for the wealthy.**
- ▶ **DeFazio is a cosponsor of H.R. 1677, legislation to protect seniors with defined benefit retirement plans by ensuring that retirees are protected if employers convert defined benefit plans to cash balance pension plans.** DeFazio also voted in favor of an amendment by Representative Sanders (I-VT) to H.R. 5025, the fiscal year 2005 Treasury-Transportation Appropriations Act, to prohibit the Treasury Department from moving forward with regulations to promote cash balance pension plans. This amendment was adopted 237-162 on September 21, 2004. The Senate has not yet acted on this measure.
- ▶ **Similarly, DeFazio joined dozens of colleagues in writing to the Equal Employment Opportunity Commission (EEOC) in opposition to an April 2004 EEOC ruling that employers were well within their rights to drop health care coverage for retirees. This ruling was issued shortly after Congress approved the Medicare prescription drug legislation.**
- ▶ **DeFazio is a cosponsor of H.R. 594, which would repeal both the Social Security**

Windfall Elimination Provision (WEP) and the Government Pension Offset (GPO). WEP affects the way Social Security retirement or disability benefits are calculated. This law was passed by Congress to prevent federal retirees from collecting sizable Social Security benefits in addition to their full federal retirement annuity. Unfortunately, the formula used by Social Security to calculate benefit amounts was arbitrarily modified, giving federal retirees a lower Social Security benefit. With respect to the GPO, under current law, the offset reduces the amount of one's Social Security spouse's or widow's benefit by two-thirds of the amount of their government annuity. H.R. 594 would repeal the law so that annuitants could keep more of their spouse's Social Security benefits. **DeFazio has also signed a discharge petition to bring H.R. 594 to the House floor. If 218 members sign the petition, then the House Republican leadership is forced to allow a vote on the bill. To date, the petition has 193 signatures.**

▸ **DeFazio wrote to the House Appropriations Committee in support of increased funding in fiscal year 2004 for nutrition programs under the Older Americans Act, including meals at senior centers and home delivered meals.**

▸ DeFazio is a cosponsor of H.R. 3111, legislation to establish 211 as a non-emergency number to learn about social service programs for which seniors may be eligible.

In the 107th Congress (2001-2002)

▸ DeFazio voted against the President's budget proposals as well as his tax cuts, which picked the lock on the Social Security lockbox and led to the raiding of the Social Security trust funds, which had been protected by the end of the Clinton administration. The President has proposed spending the entire 10-year Social Security surplus on other government operations.

▸ DeFazio continued his role as a leading critic of plans by President Bush and others to partially privatize Social Security. DeFazio testified in front of the House Ways and Means Committee in March 2002 against plans to privatize Social Security and in favor of his own plan to stabilize the program.

▸ Authored legislation, H.R. 3315, the "Social Security Stabilization and Enhancement Act of 2001," that was certified by the Social Security Administration actuaries as restoring 75-year solvency to Social Security without resorting to privatization. The DeFazio legislation exempts the first \$4,000 in wages from the Social Security payroll tax; lifts the cap on wages subject to the payroll tax (currently, wages above \$84,900 are exempt from payroll taxes) so, like Medicare, all wages are subject to the FICA tax; increases benefits up to five percent for those over age 85; and allows a portion of the Social Security trust fund to be invested in equities. The investing would be done by private fund managers selected by an independent Social Security Investment Oversight Board. The private fund managers would be required to act only in the fiduciary interest of beneficiaries and would be restricted to investing in broad

index funds.

- ▶ Requested the GAO investigate the causes of the flu vaccine shortage during the Winter 2000 flu season. GAO concluded (1) delays in vaccine production and haphazard distribution created the shortages and drove up prices, (2) no mechanism is currently in place to distribute the vaccine to high-risk individuals should there be a shortage in the future.
- ▶ The results of the GAO investigation led DeFazio to draft H.R. 910, the “Influenza Vaccine Emergency Act,” legislation to strengthen the authority of the Secretary of Health and Human Services to respond to inadequate supplies of the flu vaccine. In the case of a shortage, the Secretary could seize vaccines and mandate a new method of distribution to ensure those most at-risk receive the vaccine.

In the 106th Congress (1999-2000)

- ▶ DeFazio voted repeatedly for so-called Social Security "lock boxes", which were supposed to wall off surplus Social Security revenue from being used for other government programs.
- ▶ Author of H.R.2717, a bill to preserve Social Security for future generations without reducing benefits by making progressive changes in the payroll taxes that fund the Social Security system. DeFazio testified about his legislation before the House Ways and Means Committee in June of 1999 at a hearing on proposals to improve the long term solvency of Social Security.
- ▶ Author of H.R. 773, a bill to reauthorize the Older Americans Act. This Act expired in 1995 and authorizes funding for programs like Meals on Wheels. The bill had 233 cosponsors (218 votes are required to approve legislation in the House) and was endorsed by every major senior citizen advocacy group including AARP, the National Council on Aging, the National Council of Senior Citizens and the National Committee to Preserve Social Security and Medicare. The bill was also the subject of a discharge petition garnering 191 signatures. A discharge petition with 218 signatures will allow the bill to be brought to the House floor for a vote, even with the opposition of House leaders and the Committees of jurisdiction. Overwhelming support for DeFazio’s bill forced the congressional leadership to finally reauthorize the OAA. On November 1, 2000 the bill was signed into law, five years after the programs had expired.
- ▶ Secured approval of legislation that helped reopen Cottage Grove’s only hospital. DeFazio first introduced legislation, together with members of the House Rural Health Care Caucus, to improve access to healthcare in rural areas. Parts of this bill, including the Cottage Grove hospital provisions, were included in the Medicare Balanced Budget Refinement Act, H.R.3194. This legislation was approved by Congress and enacted into law on November 29, 1999 as part of the fiscal year 2000 Omnibus Appropriations Act.

In the 105th Congress (1997-1998)

▸ DeFazio voted against the Balanced Budget Act of 1997 because of the deep cuts in Medicare that were included. The cuts were so deep that Congress began restoring them a few years later.

In the 103rd Congress (1993-1994)

▸ Author of H.R. 1883, legislation to rectify the Social Security benefits discrepancy known as "the notch." DeFazio tried to force a floor vote on the notch issue by pushing notch reform as an amendment to H.R. 11, the Urban Aid Bill on June 29, 1992. He delayed the bill for a number of days, thus creating a minor crisis with the leadership. The bill was finally brought forward under suspension of the rules, no amendments allowed. Peter voted against the final Urban Aid bill because it had become a Christmas tree laden with tax goodies, including a repeal of the luxury tax on yachts, furs and expensive jewelry. CBO estimated the luxury tax repeal cost the Treasury \$389 million over five years.

In the 101st Congress (1989-1990)

▸ Author of legislation, H.R.1564, to revise the Medicare Catastrophic Coverage Act of 1988. DeFazio voted against the Medicare Catastrophic bill which proved unpopular with seniors and was ultimately repealed by H.R.3607, enacted into law on December 13, 1989.

In the 100th Congress (1987-1988)

▸ In 1988, DeFazio voted against the Medicare Catastrophic Protection Act, arguing that it would drive up health care costs for seniors without improving coverage or quality. In 1989, following protests by millions of seniors, Congress agreed, enacting legislation DeFazio sponsored to repeal the Act.

ENERGY

As the founder and co-chairman of the Congressional Northwest Energy Caucus, DeFazio has continued to be a visible and effective advocate for the Northwest electric ratepayers. The caucus is a bipartisan coalition of lawmakers from Oregon, Washington, Montana, and Idaho and is chaired by DeFazio and Republican Congressman George Nethercutt (WA).

DeFazio is widely regarded as one of the Northwest's experts on energy policy. In the early 1990s, he chaired a congressional Task Force on BPA and authored a widely praised report, "BPA at a Crossroads."

He has long been an opponent of energy deregulation. He was one of 60 House members to vote against the passage of the 1992 Energy Policy Act that allowed the deregulation of the wholesale energy market, and gave states the option to deregulate their retail energy markets. In the 107th Congress DeFazio introduced legislation to re-regulate the energy industry.

"Few politicians grasp the intricacies of utility law. Oregon's Congressman Peter DeFazio is the best informed member of the House on such moments. DeFazio's knowledge has been essential to defending Oregon's interests against those of California."

Daily Astorian, June 24, 2003

"Energy shortage a swindle, Senators say. DeFazio was right."

Cottage Grove Sentinel, May, 29, 2002

"The California power crisis seemed almost tailor-made for DeFazio, among the fiercest opponents of deregulation in Congress. DeFazio bashed federal regulators for failing to cap rates, wrote a bill to re-regulate the industry and, late in the year, seemed vindicated after Enron Corp., the leading advocate of unfettered energy markets, went bankrupt."

The Oregonian, January 23, 2002

"Oregon Congressman Peter DeFazio has warned against deregulation all along. Events have proved him right. He will offer legislation to fix things. Congress should do what he asks."

Democrat Herald, January 19, 2001

"DeFazio was criticized for taking a 'sky is falling' attitude on energy deregulation, but his dire predictions came true last winter when the country's largest state could no longer reliably provide enough electricity to meet the demand."

The News Review, August 10, 2001

"DeFazio battling electric deregulation: the Oregon congressman says it will cause rate increases in Western states."

Register-Guard, March 30, 1999

In the 108th Congress (2003-2004):

- ▶ **DeFazio worked with Northwest appropriators to secure a \$700 million increase in borrowing authority from the U.S. Treasury for the Bonneville Power Administration (BPA)** in H.J. Res.2, the Fiscal Year 2003 Consolidated Appropriations Act, which was signed into law on February 20, 2003. This increase in borrowing authority will allow BPA to upgrade and expand the Northwest transmission grid, which is critical for ensuring the reliable and affordable delivery of power.

- ▶ Helped to rally the Northwest delegation in opposition to proposals in the fiscal year 2004 budget proposed by President Bush. The proposal raised the possibility of overhauling BPA in a way that would be detrimental to Northwest consumers, including raising electricity rates and possibly privatizing the Agency. The Administration decided not to pursue any further.

- ▶ **DeFazio worked with several Republicans in the Northwest delegation, including Reps. Walden, Nethercutt, Hastings, Otter, and Senator Craig, to protect Northwest interests in the electricity title of H.R. 6, the Omnibus Energy Bill.** The original drafts of the electricity title would have harmed the reliability of the Northwest grid and raised the price of power to Northwest consumers. DeFazio worked to secure a number of protections and carve-outs for Northwest interests, such as limiting the jurisdiction of federal regulators over BPA and other public power entities, as well as blocking FERC's transmission deregulation scheme from applying to the Northwest. H.R. 6 was approved by the House on November 18, 2003. The bill remains bottled up in a conference committee with the Senate.

- ▶ **In response to record gas price spikes in Oregon, DeFazio introduced H.R. 1221, the Gasoline Price Stabilization Act,** on March 12, 2003. The DeFazio legislation authorizing the President to stabilize oil and gas prices by imposing price caps or other control mechanisms; authorizes the President to tap the strategic petroleum reserve (SPR), a federal reserve of 700 million barrels of oil, to ease regional and state shortages or price increases; allows the President to release oil from the SPR to combat anti-competitive practices by foreign and domestic producers, refiners, and marketers of petroleum products; directs the Secretary of Energy to establish minimum inventory levels for producers, refiners, and marketers of crude oil, which would be similar to the requirement that public utility commissions place on electric utilities to have enough reserve capacity to keep the lights on in the event of a spike in demand; and reinstates the ban on exporting oil from Alaska.

- ▶ **DeFazio also reintroduced H.Con.Res. 290, legislation that urges the President to file a complaint at the World Trade Organization against OPEC,** and other large oil producing nations that cooperate with OPEC, for violating trade rules that prohibit quantitative

limitations on the import of export of resources or products. OPEC production quotas clearly violate this trade rule. **DeFazio joined Senator Frank Lautenberg in offering even tougher legislation, H.R. 4780, that would require the administration to file a WTO case against OPEC for violating free trade rules.**

▶ **DeFazio offered an amendment to H.R. 3289, a supplemental spending bill to fund the ongoing occupation of Iraq, to prohibit any money in the bill from being used to subsidize Iraq's participation in OPEC. The DeFazio amendment was adopted by voice vote in the House on October 17, 2003. Unfortunately, the prohibition was stripped from the final version of the bill that was signed into law on November 11, 2003.**

▶ DeFazio is a cosponsor of H.R. 1294, legislation to require 20 percent of our nation's electricity come from clean, renewable sources like wind and solar power by 2025. Such a mandate would create demand for renewable energy sources that would help bring down the price.

▶ DeFazio is a cosponsor of H.R. 594, legislation to extend the production tax credit for wind power for five years. This legislation is critical to ensuring the wind power potential in the Northwest is fully developed. A one year extension was included in H.R. 1308, which was approved by the House and Senate and sent to President Bush the week of September 20, 2004.

▶ Recognized by the American Council for Renewable Energy for his outstanding contribution and service as a member of the House Renewable Energy and Energy Efficiency Caucus, July 8, 2003.

In the 107th Congress (2001-2002):

▶ Authored legislation, H.R. 3952, along with Senator Ron Wyden to create a federal energy consumer advocate (the "Office of Consumer Advocacy") within the Department of Justice. The DeFazio-Wyden legislation was incorporated as Section 253 of the Senate's comprehensive energy legislation. The legislation was endorsed by the National Association of State Utility Consumer Advocates, the American Association of Retired Persons, the U.S. Public Interest Research Group, and Consumers Union.

▶ Joined Representative Walden (R-OR) in introducing legislation, H.R. 4826 and H.R. 4827, to combat so-called "wash trades." Wash trading involves selling energy at a fixed amount and cost and simultaneously purchasing the energy back at the same volume and price. This was one of the strategies exploited by Enron and others to manipulate electricity markets. The trading artificially boosts sales volumes by selling energy and simultaneously buying back the same amount of energy at the same price.

- ▶ Introduced legislation, H.R. 264, to repeal electricity deregulation and return the U.S. to the system that served us well for 60-plus years: a mix of public and private utilities regulated in the public interest by a mix of state and federal authorities.
- ▶ Cosponsored legislation, H.R. 1468, to re-impose cost-based rates in the Western United States in response to the California deregulation fiasco. DeFazio regularly represented the Democratic party position in press conferences, via communications with the White House and the Federal Energy Regulatory Commission (FERC), and in the national/local television, radio and print media. Under pressure from DeFazio and others in Congress, FERC eventually intervened in June 2001 to bring down wholesale prices in the West.
- ▶ Requested that the General Accounting Office (GAO) investigate FERC's refusal to acknowledge the likelihood of market manipulation by large generators and power marketers. The GAO report concluded that FERC had no basis to reach the conclusion that manipulation did not occur. A June 2002 GAO report requested by DeFazio concluded that the California energy market was manipulated under "almost textbook conditions."
- ▶ Through his position as the co-chair of the Northwest Energy Caucus, DeFazio worked to protect the interests of Northwest residents. The Caucus met with Vice-President Cheney and FERC Chairman Pat Wood, III.
- ▶ Raised alarm bells about the rush to establish a regional transmission organization (RTO) in the Northwest. RTOs, which are being pushed by FERC, are intended to facilitate wholesale power markets. DeFazio raised concerns about whether the RTO model made sense in the Northwest given the unique nature of our electricity grid. DeFazio's persistent concerns helped lead RTO officials in the Northwest to delay a final filing with FERC, to regularly consult with the Northwest delegation, including participation in a hearing called by the Northwest Energy Caucus, to hold public hearings in the Northwest, and more closely work with RTO critics in our region. DeFazio was also instrumental in getting FERC to drop its plans to mandate a west-wide RTO.
- ▶ DeFazio has been a leader in the Northwest and nationally, in fighting an Order issued by the Federal Energy Regulatory Commission (FERC) that would deregulate the transmission of electricity much the same as generation was deregulated. FERC's uniform national rules (known as "standard market design"), could devastate the customers of public utilities in the Northwest, including Bonneville, by causing volatile and rising prices for transmission, which would also threaten the reliability of the Northwest grid. DeFazio worked closely with Representatives Sonny Callahan (R-AL) and George Nethercutt (R-WA) to include language in the FY03 House Energy and Water Appropriations Bill to limit FERC's ability to implement its Order. A similar provision was included in H. J.Res. 2, the fiscal year 2003 Omnibus Appropriations Act.
- ▶ Issued a report exposing the profits made by direct service industries (DSIs) in the

Northwest, primarily aluminum companies, and detailing the implications for average ratepayers if the DSIs received the special rate deal they were seeking from BPA. DeFazio's report helped pressure the DSIs to accept BPA's voluntary shutdown agreement which, along with load reductions by public and private utilities, kept what could have been a 250 percent BPA rate increase to 46 percent.

- ▶ Worked closely with Oregon Representative Robert Ackerman and State Senator Tony Corcoran to expose major flaws in Oregon's electricity deregulation plan. These efforts led the Oregon legislature to delay implementation of deregulation by five months and repeal a particularly problematic provision of the plan that would have allowed the sale of generation assets to out-of-state energy conglomerates.
- ▶ Drafted legislation, H.R. 2731, the "School Energy Assistance Act," along with Representative Baird to provide federal grants to schools hit hard by rising energy prices.
- ▶ DeFazio wrote to Governor Kitzhaber in May 2001 proposing that the State of Oregon consider purchasing Portland General Electric (PGE) by invoking Article XI-D, Section 2 of the Oregon Constitution. While the Governor nor the State Legislature took any action, a number of public power initiatives related to PGE were created in the wake of DeFazio's proposal. The danger confronting PGE was confirmed when Enron put the utility up for auction in September 2002.
- ▶ Reintroduced a legislative package intended to stop OPEC from manipulating world oil markets. H.Res. 27 urges the President to file a complaint at the World Trade Organization against OPEC, and other large oil producing nations that cooperate with OPEC, for violating trade rules that prohibit quantitative limitations on the import of export of resources or products.
- ▶ Cosponsor of H.R. 1967, the "Gas Price Spike Act of 2001," which imposes a windfall profits tax on oil companies so they aren't rewarded for gouging consumers.
- ▶ Cosponsor of two bills, H.R. 3274, the "Comprehensive Energy Conservation Act for the 21st Century," and H.R. 2478, the "Comprehensive Renewable Energy and Energy Efficiency Act of 2001," that are intended to boost production of renewable energy resources, increase conservation and efficiency, and reduce our dependence on oil.
- ▶ DeFazio became a leading critic of President Bush's "National Energy Policy" report. Through his position on the Resources Committee, DeFazio helped lead efforts to reorient the House leadership's energy plan (H.R. 4) away from fossil fuels and toward renewable energy, conservation, and increased efficiency. DeFazio drafted two amendments that were adopted by the Resources Committee. One blocked the export of oil from Alaska. The second required a study on the impact of increased hydro production on fish, farmers, recreation, Indian tribes etc. He was also one of the lead cosponsors of an amendment to block drilling in

the Arctic National Wildlife Refuge (ANWR) and was a cosponsor of a stand-alone bill, H.R. 770, to protect ANWR. H.R. 4 was approved by the House on August 2, 2001, with DeFazio's amendments included.

- ▶ DeFazio also offered a number of amendments during floor consideration of H.R. 4. His amendments would have: redirected money from subsidizing nuclear energy research into research of renewable energy sources like wind and solar; restored the ability of the Forest Service to have a meaningful role in decisions on whether to allow drilling on Forest Service lands; and prohibited the shifting of compliance costs of the National Energy Policy Act (NEPA) from industry onto taxpayers.
- ▶ DeFazio was named as a member of the House-Senate energy bill conference committee for certain sections. Two of the sections dealt with issues of particular importance in the Northwest - hydropower re-licensing and open-access transmission (which has implications for Bonneville and public power in the Northwest). DeFazio actively used his position as a member of the conference to fight for Northwest energy interests and block further electricity deregulation measures. The conference could not reach agreement on a final bill.
- ▶ Successfully pressured the Bush Administration to release critical energy assistance through the low-income home energy assistance program (LIHEAP). Beginning in November 2001, DeFazio wrote a series of letters pointing out the dire situation Oregon families faced due to skyrocketing electricity bills. The letters requested that the Administration release \$600 million in emergency LIHEAP money appropriated by Congress in 2001-2002, but not spent by the President. The Administration finally released a portion of this money in mid-August 2002. Oregon received \$1.6 million.
- ▶ DeFazio drafted legislation, H.R. 5436, to extend the hydroelectric dam license granted to the City of Albany to begin renovation of a dam owned by the City. H.R. 5436 was signed into law on December 19, 2002.

In the 106th Congress (1999-2000)

- ▶ Secured enactment of S. 1937, legislation giving Bonneville Power Administration the authority to sell power to Joint Operating Entities (JOEs). The bill amends the Pacific Northwest Electric Power Planning and Conservation Act to allow small utilities to consolidate into Joint Operating Entities, purchase power in bulk quantities, and in turn pass the savings on to customers. In March, 2000 DeFazio testified before the House Commerce Committee in support of the legislation. The President signed the JOE legislation into law on September 22, 2000.
- ▶ At DeFazio's request WRDA 2000 also continues Corps of Engineers policy prohibiting contracting out of operations and maintenance activities at hydroelectric facilities. DeFazio

argued that the federal investment in these facilities is best protected by an experienced, stable work force which has a long-term commitment to the project, not a private entity which has a maintenance contract by virtue of a lowest-cost bid (see further information on this issue below in 101st Congress).

In the 105th Congress (1997-1998)

- ▶ Co-founded, with Rep. George Nethercutt (R-WA), the Northwest Energy Caucus dedicated to retaining the benefits of the Columbia River's hydroelectric system within the region.

In the 104th Congress (1995-1996)

- ▶ Author of H. R. 599, a bill refinancing the Bonneville Power Administration's appropriated Treasury debt at prevailing interest rates. The bill became law in 1996.

In the 103rd Congress (1993-1994)

- ▶ Author of H. R. 4847, the Bonneville Power Administration Appropriations Refinancing Act. This DeFazio-Hatfield proposal would refinance BPA's outstanding appropriated Treasury debt at current interest rates and provide long term protection for BPA's utility customers against future federal attempts to arbitrarily alter the terms of BPA's debt repayment. Thanks to DeFazio's efforts, the Clinton Administration endorsed the bill, which was included in the 1995 Budget Reconciliation bill.

- ▶ DeFazio chaired a congressional Task Force on the Bonneville Power Administration. The BPA Task Force held a series of hearings on the condition of the BPA and its plans for the future. The Task Force's investigation was the first extensive congressional oversight into Bonneville since the passage of the 1980 Northwest Power Act, which created the Northwest Power Planning Council, and gave Bonneville new regional energy and conservation acquisition responsibilities, as well as a mandate to protect and enhance fish and wildlife populations affected by the Columbia River hydroelectric system. A Task Force report and recommendations were completed in May 1994 and have had a significant influence in the regional debate over BPA's future course.

In the 102nd Congress (1991-1992)

- ▶ As a member of the conference committee on H. R. 776, the Comprehensive National Energy Policy Act, DeFazio played a key role in securing House support for a provision allowing the Bonneville Power Administration to contract directly with the Army Corps of

Engineers and Bureau of Reclamation for generation improvements and maintenance activities at the Columbia River system dams. The BPA estimates this provision will save the region's ratepayers about \$400 million over the life of the improvements. The legislation was enacted on September 30, 1996.

TRADE

DeFazio has been a leader in fighting "free" trade agreements that have led to massive job loss and job dislocation, the withering of the U.S. manufacturing base, soaring trade deficits (\$439 billion in 2003 alone), and the erosion of U.S. sovereignty, among other problems.

He was part of the team in the House that defeated legislation to grant "fast track" trade authority to President Clinton. He also led the fight against giving President George W. Bush "fast track" trading authority.

He helped lead the opposition to "permanent normal trade relations" (PNTR) for China. He also opposed NAFTA and the creation of the WTO and has sponsored bipartisan legislation to require the withdrawal of the U.S. from NAFTA.

Despite his opposition to the WTO, DeFazio was selected by House Minority Leader Dick Gephardt to serve as a congressional delegate to the World Trade Organization ministerial in Seattle in November 1999.

He introduced legislation to establish a non-partisan Congressional Trade Office, to help Congress develop its own institutional expertise on trade matters in order to better evaluate the results of the Administration's trade policies.

DeFazio authored legislation, which became law in 1998, to establish an Emergency Commission to End the Trade Deficit. The Commission issued its final report in November, 2000.

"DeFazio's got it exactly right on two issues and we want to sound off about it. DeFazio is unequivocally opposed to granting President Bush 'fast track' trade negotiating authority... Both times DeFazio went against the herd – in the interest of the people and the Constitution of the United States. "

Coquille Valley Sentinel, 11/21/01

"He's against NAFTA because the economies of the United States and Mexico are just too unequal for unlimited trade to work without dragging down U.S. workers. Developments suggest he is right about that, too."

Democrat Herald, 9/7/01

"We applaud Peter DeFazio for standing up to the corporate interests and opposing the normalization of trade relations with China."

Oregon AFL-CIO, 5/24/00

"We particularly applaud [DeFazio's] leadership in fighting trade policies and fast-track

legislation that are, at the core, anti-labor and anti-environment.”

Eugene Weekly, 10/22/98

In the 108th Congress (2003-2004):

▶ **DeFazio provided detailed critiques of two bilateral trade agreements with Chile and Singapore**, highlighting in particular the inadequate labor protections, the provisions that granted foreign investors the ability to overturn U.S. public health and safety regulations, and the impact the agreements would have on the U.S. trade deficit. The Chile and Singapore deals are serving as models for the Bush Administration's effort to expand NAFTA to Central America in 2004 and the entire Western Hemisphere in 2005, both deals DeFazio opposes as he opposed the original NAFTA deal. Although both the Chile and Singapore agreements were approved by Congress, the 155 votes against the Singapore deal and the 156 votes against the Chile deal that DeFazio helped to gather were far larger than expected by independent analysts.

▶ **Videx, a Corvallis-based manufacturer, reported to DeFazio that one of its product lines had been counterfeited by a Chinese company**, which caused Videx's sales in China to drop from \$1.2 million a year to \$200,000. **In response, DeFazio coordinated letters to the Secretary of Commerce and the U.S. Trade Representative that were signed by Representative Hooley and Senators Wyden and Smith urging the Administration to use every tool at its disposal, including bringing the situation to the attention of high-level Chinese officials and filing a complaint at the World Trade Organization against China for violating its intellectual property commitments.** DeFazio continues to monitor this situation. To date, the Administration has raised this issue with counterparts in China, but has not been willing to go beyond words to actually file a trade complaint at the WTO.

▶ DeFazio is a cosponsor of H.R. 3228, legislation to repeal preferential access to the U.S. market for China.

▶ DeFazio is also a cosponsor of H.R. 2879, legislation to repeal fast-track trade negotiating authority for the president. If enacted, this legislation would slow down the consideration of trade agreements and allow congress to amend them to preserve U.S. jobs and protect U.S. workers.

In the 107th Congress (2001-2002):

▶ Successfully pressured President Bush to release the draft text of the agreement to establish a Free Trade Area of the Americas (FTAA) by expanding the North American Free Trade Agreement (NAFTA) to the entire Western Hemisphere. DeFazio coordinated congressional efforts to liberate the FTAA text with those of dozens of labor, environment, farm, and human

rights organizations. The release of the FTAA text is the first time the text of a major trade agreement was released to the public this early in the negotiations.

- ▶ Authored the bipartisan “Softwood Lumber Fair Competition Act” (H.R. 2181) along with Representative Charlie Norwood (R-GA). H.R. 2181 would require the President to impose tariffs and surcharges, or negotiate a voluntary export restraint agreement with Canada in order to stop the unfair subsidies received by Canadian producers. The DeFazio legislation was endorsed by the United Brotherhood of Carpenters and Joiners of America, the NW Ecosystem Alliance, and the Alliance for Sustainable Jobs and the Environment. In response to a case filed by the Coalition for Fair Lumber Imports, the Bush Administration has imposed duties, like those called for in H.R. 2181, of up to 32 percent.

- ▶ Authored H.R. 3422, legislation to establish a Congressional Trade Office (CTO). The U.S. Trade Deficit Review Commission (created by legislation authored by DeFazio in 1998) recommended the creation of a CTO, modeled on the Congressional Budget Office, to provide non-partisan, expert analysis on trade issues.

- ▶ Worked as a member of Minority Whip David Bonior’s whip team against fast track trade negotiating authority for the President. DeFazio takes seriously Congress’ constitutional duty to “regulate commerce with foreign nations” and considers fast track an inappropriate delegation of authority to the Executive Branch. He helped defeat fast track for President Clinton in 1998. The final vote was 215-214 in favor of fast track for President Bush.

- ▶ DeFazio is the lead cosponsor of H.R. 1973, the “Integrity of the United States Courts Act of 2001,” legislation introduced by Representative Norwood (R-GA). H.R. 1973 is intended to address misinterpretations of U.S. trade laws by the secret binational panels that hear complaints under NAFTA. This legislation would allow any party the option of appealing a NAFTA panel ruling to the U.S. Court of International Trade. This would help address some of the constitutional questions of the tribunals set up under NAFTA Chapter 19.

- ▶ DeFazio is a member of the bipartisan House Cuba Working Group, which contains more than 40 Members of the House, equally divided between Democrats and Republicans. Among the goals of the working group are lifting the food and medicine embargo against Iraq to create markets for U.S. goods and lifting the travel ban against U.S. citizens visiting Cuba.

- ▶ Received the Fair Trade for Our Future Award presented by the Oregon Fair Trade Coalition for his commitment to working families, the environment, and family farmers.

In the 106th Congress (1999-2000)

- ▶ One of the leaders in the House in the attempt to defeat legislation to grant permanent most-favored nation status to China.

- ▶ DeFazio was also the lead Democrat on the floor during consideration of legislation, which he favored, to withdraw from the World Trade Organization.
- ▶ Received a superior rating on the U.S. Business and Industry Council's trade report card Included on the USBIC's honor role for 2000. Honor role members demonstrate a commitment to defending the integrity and vitality of the American economy.

In the 105th Congress (1997-1998)

- ▶ Author of H.R.2651, a bill to establish an Emergency Commission to End the Trade Deficit. This bill established a panel to examine the failures of U.S. trade policy and suggest policy changes. The bill became law on May 1, 1998 as part of H.R.3579, the fiscal year 1998 supplemental appropriations bill and the panel issued its conclusions on November 14, 2000. DeFazio secured the appointment of Ken Lewis, an Oregon businessman, to the panel.
- ▶ Played lead role in defeat of President Clinton's Fast Track trade initiative

In the 104th Congress (1995-1996):

- ▶ Author of H.R. 499, bipartisan legislation to require the withdrawal of the U. S. from NAFTA.

In the 100th Congress (1987-1988):

- ▶ Author of H.R. 3684, a bill to amend the Buy American Act to include services. For example, the bill would prohibit a foreign construction firm from bidding on federally financed projects when that firm's government prohibits foreign firms from competing in its own markets. The bill was included in the 1987 Omnibus Trade Bill, H.R.4848, which was signed into law on August 23, 1988.

CORPORATE RESPONSIBILITY

Congressman DeFazio had the foresight to oppose legislation that set the stage for the multiple corporate scandals that hit the headlines in 2001-2002. He has also been a vocal critic of corporate welfare and a vocal advocate of requiring corporations to pay their fair share of the federal tax burden.

In the 108th Congress (2003-2004)

- **DeFazio voted against a bill that would roll-back some of the landmark corporate reforms adopted in the 107th Congress.** DeFazio opposed H.R. 3574, the Stock Option Accounting Reform Act. This legislation would block an effort by the Financial Accounting Standards Board to require companies to expense stock options on their balance sheets.
- **Allegations of war profiteering on reconstruction contracts in Iraq led DeFazio to coauthor H.R. 3673, the War Profiteering Prevention Act.** This legislation prohibits fraud and excess profiteering in contracts awarded for relief and reconstruction in Iraq, increases penalties to \$1 million or twice the gross profits or proceeds (whichever is greater), and provides for jail terms of up to 20 years.
- **DeFazio cosponsored several bills to force corporations to pay their fair share of taxes** including: H.R. 737 to eliminate the ability of corporations to rent post office boxes that serve as headquarters in tax havens to avoid U.S. taxes; H.R. 1555 to eliminate corporate tax shelters used to hide income.
- **DeFazio introduced legislation, H.R. 1109, to regulate all over-the-counter (OTC) derivatives.** OTC derivatives are currently exempt from regulation. Enron was heavily involved in OTC derivatives, and used these financial instruments to hide billions of dollars in debt prior to its collapse. Enron also operated the largest online OTC derivatives exchange, which was also unregulated. Investor Warren Buffet has warned that derivatives threaten the financial integrity of many businesses and markets. The DeFazio legislation would extend regulation, including registration, recordkeeping and reporting requirements as well as collateral, capital and margin requirements, to energy and non-energy related OTC derivatives. These regulations already exist in other financial sectors, such as banking and securities dealing, which are economically indistinguishable OTC derivatives.
- DeFazio is a cosponsor of H.R. 414, the Life Insurance Employee Notification Act, which requires employers to notify employees if they take out a life insurance plan on the employee. This became an issue during the wave of corporate scandals when it was discovered companies were taking out life insurance policies on low-paid, rank-and-file workers in which the company, not the employees family, would benefit.

In the 107th Congress (2001-2002)

▶ **DeFazio voted in favor of the Public Company Accounting Reform and Investor Protection Act**, H.R. 3763, which was based on legislation drafted by Senator Paul Sarbanes (D-MD). The legislation sets up an independent oversight board to oversee the accounting industry. The board will have the power to set standards and discipline wayward accountants. The bill prohibits auditors from performing consulting services for the same companies they are auditing. Among many other provisions, the bill increases penalties for corporate fraud, ensures executives are treated the same as rank-and-file employees with respect to selling company stock, prohibits insider loans to executives, and requires executives to forfeit money received through fraudulent means as restitution to victims of the scam.

▶ DeFazio introduced legislation, H.R. 4038, to regulate all over-the-counter derivatives.

▶ **DeFazio cosponsored several bills to force corporations to pay their fair share of taxes** including: H.R. 3884 to eliminate the ability of corporations to rent post office boxes that serve as headquarters in tax havens to avoid U.S. taxes; H.R. 2520 to eliminate corporate tax shelters used to hide income; H.R. 4993 to prevent businesses that relocate abroad to avoid taxes, from taking advantage of international tax treaties; and H.R. 4831 to prohibit corporate tax dodgers from receiving government contracts.

In the 106th Congress (1999-2000)

▶ Continuing his efforts to combat corporate welfare, DeFazio and Senator Tom Harkin asked the General Accounting Office to compile a list of procurement fraud cases among the top 100 defense contractors from January 1995 through September 1999. DeFazio offered an amendment to the 2000 Department of Defense Authorization bill to prohibit the DOD from entering into contracts with companies that violate the law more than three times and has introduced a bill, H.R.5439, to end taxpayer support of federal contractors that violate the law more than three times.

▶ DeFazio voted against the 1999 Financial Services Modernization Act which, for the first time since the Great Depression, allowed the merger of insurance companies, banks, and securities dealers. This bill resulted in the scandals at Merrill Lynch and other brokerage/financial services companies, where analysts knowingly touted failing stocks in order to pad the profits of the banking arm of their employer.

▶ DeFazio voted against the 2000 Commodity Futures Modernization Act, which exempted over-the-counter derivatives from regulation. Enron's heavy derivatives trading contributed to its collapse and to the run-up in energy prices in the West in 2000-2002.

In the 104th Congress (1995-1996)

- ▶ DeFazio voted against the 1995 Securities Reform Litigation Act, which insulated accounting firms from virtually all investor lawsuits and led to an atmosphere in which companies and their auditors felt free to cook the books and defraud investors.
- ▶ DeFazio also voted against the 1996 Telecommunications Act, which allowed a wave of consolidation in the phone, cable, television, and radio industries. This legislation ushered in a corporate takeover of the media and contributed to the collapse of telecom giants like Global Crossing and WorldCom.

In the 103rd Congress (1993-1994)

- ▶ Author of H.R. 1997, legislation to eliminate a tax benefit for log exporting corporations (the foreign sales corporation benefit) and provide favorable tax treatment for the capital gains from the sale of timber sold for domestic manufacturing purposes. The Foreign Sales Corporation tax benefit was eliminated as part of the 1993 Budget Reconciliation bill, H.R.2264, enacted on August 10, 1993.

In the 102nd Congress (1991-1992)

- ▶ DeFazio was one of only 60 Members of the House to vote against the Energy Policy Act of 1992. This legislation deregulated the wholesale electricity industry and contributed to the emergence of energy conglomerates like Enron, who were able to manipulate prices.

CRIME PREVENTION

Following the tragic school shootings at Thurston High School in Springfield, Oregon in 1998, DeFazio began work on legislation to help combat the growing problem of youth violence in America. He met with community leaders, educators, law enforcement officials, and medical professionals as well as Thurston students and their families to identify how best to address the complicated needs of troubled youth. He introduced legislation designed to prevent youths from turning to violence by providing adequate crisis intervention and support services and to limit opportunities for troubled kids to obtain firearms. DeFazio has also sponsored legislation to invest in additional school counselors and to improve access to mental health treatment.

In the 108th Congress (2003-2004)

- In the Commerce, Justice and State portion of H.R. 2673, the fiscal year 2004 Consolidated Appropriations Act, **DeFazio secured \$450,000 for the Lane County Breaking the Cycle Program.** In December of 1998, the Lane County Department of Youth Services was awarded a National Institute of Justice grant of \$2 million for two years to address juvenile substance abuse and crime. This additional funding will help to ensure continuation of the program, which will allow Lane County to complete the assessment phase of the project and document the program's effectiveness.
- **DeFazio supported the earmarking of \$80,000 for Oregon Relief Nurseries** in Eugene in H.R. 2673 to expand services to children who are at risk for child abuse or neglect. Language in the same bill also will provide Oregon Relief Nurseries with special consideration for grant funding through the Department of Justice's Juvenile Justice Program to help serve children of incarcerated parents.
- **DeFazio is a cosponsor of H.R. 4217, legislation to increase the maximum federal share of the National Guard Youth Challenge Program for at-risk kids to 75 percent of the program costs.** The program in Oregon was recently named program of the year by the National Guard, but, due to state budget problems, the program is not able to serve all the eligible students.
- **In response to the rampant spread of methamphetamine use in Oregon, DeFazio recently signed a letter to the DEA requesting a comprehensive review of our nation's precursor control laws and programs,** determination of what changes need to be made, and recommendations for legislation to Congress.
- **Earlier this year, DeFazio wrote a letter to the DEA and requesting assignment of a DEA agent to the South Coast Interagency Narcotics Task Force (SCINT) to help combat the alarming growth in organized drug trafficking and production of methamphetamine on the southern Oregon coast.** Local efforts to confront the problem are hampered by

inadequate resources - a significant increase in federal resources is needed to reduce the serious challenges of increased drug trafficking in the area.

▸ **DeFazio cosponsored H.R. 3214, legislation to provide funding to test the substantial backlog of DNA from rape kits and convicted offenders throughout the country.** At a cost of between \$500 and \$1,000 per test, law enforcement agencies do not have the resources to have the tests conducted - it's estimated there are hundreds of thousands of kits waiting to be processed nationwide. The House is scheduled to vote on H.R. 5107, legislation very similar to H.R. 3214, the week of October 4, 2004.

▸ DeFazio contacted House appropriators in support of full funding of the Court Appointed Special Advocate in fiscal year 2005, which is authorized under the Victims of Child Abuse Act.

▸ DeFazio joined several colleagues in sending a bipartisan letter to the Administrator of the Drug Enforcement Agency requesting additional action at the federal level to combat the spread of methamphetamines. The letter posed questions such as what is the federal government doing to prevent meth precursors from getting into the hands of "meth cooks", do state precursor laws have an impact on federal control efforts, and what steps are being taken to prevent illegal importation of precursors?

In the 107th Congress (2001-2002):

▸ The detain and evaluate provision from DeFazio's juvenile justice package was included in the Juvenile Justice and Delinquency Prevention Act, H.R. 1900. This provision will assist local law enforcement in detaining and evaluating juveniles caught with a firearm on school grounds for no less than 24 hours. Rep. Wu, a member of the Education Committee, inserted the detain and evaluate provision in H.R. 1900 when it was being drafted by the committee. This legislation was approved unanimously by the House on September 20, 2001. H.R. 1900 was incorporated into H.R. 2215, the 21st Century Department of Justice Authorization Act, which was signed into law on November 2, 2002.

▸ Reintroduced legislation to combat youth violence that was based on recommendations DeFazio received in the aftermath of the 1998 shooting at Thurston High School. The legislative package (H.R. 1389-H.R. 1397) includes increased funding for early childhood development programs, crisis intervention, law enforcement, and gun violence prevention.

▸ Secured \$440,000 in H.R. 3061, the fiscal year 2002 LHHS Appropriations bill (which was signed into law on January 10, 2002), for the Springfield School District's innovative Schools Plus Program. DeFazio secured an additional \$500,000 for the program in H.J.Res. 2, the fiscal year 2003 Omnibus Appropriations Act, which was signed into law on February 20, 2003. The Schools Plus program provides academic assistance, tutoring, arts & crafts and

athletic activities through a Partners for Kids program and a Mighty Mentors Program.

- ▶ Secured \$750,000 in H.R. 2500, the fiscal year 2002 Commerce, Justice, State Appropriations bill (signed into law on November 28, 2001) for the Breaking the Cycle program in Lane County and an additional \$750,000 in H.J. Res. 2, the fiscal year 2003 Omnibus Appropriations Act, which was signed into law on February 20, 2003.
- ▶ Received the American Federation of Teachers Quality Service Award for outstanding efforts and steadfast support for legislation to advance the interests of children, public education, public employees and working families.

In the 106th Congress (1999-2000)

- ▶ Author of a package of bills to prevent youth violence, including legislation to increase funding for crime prevention programs and require insurance companies to provide adequate coverage for mental health care. This effort came in response to the needs identified in his community following the May, 1998 shootings at Thurston High School in Springfield. The legislation is designed to prevent kids from turning to violence by providing adequate crisis intervention and support services and to limit opportunities for troubled kids to obtain firearms. DeFazio successfully increased funding for the Oregon National Guard's Youth Challenge program each year since introducing this legislation, one of the goals of the package. In addition, DeFazio's detain-and-evaluate proposal was included in both the House and Senate Juvenile Crime Prevention bills H.R. 1501/S.254, approved by the House on July 17, 1999. The detain-and-evaluate legislation would provide incentive grants to states with laws requiring law enforcement officials to automatically detain and evaluate students caught bringing guns to school.

In the 105th Congress (1997-1998)

- ▶ Led successful effort in the House to increase funding for the National Guard's Youth Challenge Program. When first considered, the House Department of Defense funding bill for fiscal year 1999 cut funding for the Youth Challenge Program by \$10 million from last year's level, putting Oregon's program in jeopardy. As a result of his efforts, the final funding bill, H.R.4103, includes a \$12 million increase over last year's funding level. Not only did this allow Oregon's program to continue, it was expanded to a full year program. The legislation was signed into law on October 17, 1998.
- ▶ Secured \$32 million in child abuse prevention funding in the fiscal year 1998 and fiscal year 1999 Labor-HHS Appropriations bills. DeFazio successfully offered an amendment on the House floor to include the funding in the fiscal year 1998 funding bill.

HUMAN RIGHTS and CIVIL LIBERTIES

DeFazio has been a staunch defender of civil liberties. He fought attempts by Congress and the Attorney General to overturn Oregon's Death With Dignity Act. Has been a leader in asserting Congress's Constitutional authority to commit our armed forces to hostility and declare war. He voted against the so-called USA Patriot Act, for its infringement on privacy, unnecessary expansion of police powers and damaging changes to criminal proceedings. He a strong supporter of individual rights and has been active and vocal in opposing state and local ballot measures that infringe on those rights, including an anti-gay rights measure in his hometown of Springfield. He was one of the few members of Congress to vote against the Defense of Marriage Act. He's fought efforts in Congress to limit habeas corpus and expand the death penalty.

Through his membership in the Human Rights Caucus in the House, Congressman Peter DeFazio has also been a vocal advocate for protection of human rights around the world.

"Your introduction of H.Con.Res. 350 in May of 2000 condemning human rights abuses in Mexico and calling on the Mexican government to facilitate the presence of foreign human rights observers was a very important part of the campaign. After the introduction of the resolution, the Mexican government quickly began analyzing immigration policy and taking steps to facilitate human rights observers."

Mexico Solidarity Network letter to DeFazio, January 11, 2001

In the 108th Congress (2003-2004):

▸ **DeFazio was one of only 66 House members to vote against the USA Patriot Act.** Since then, he has **cosponsored H.R. 1157, the Freedom to Read Protection Act, legislation which would reinstate protections for library and bookstore records.** In July 2003, **DeFazio voted for an amendment to H.R. 2799, the fiscal year 2004 Commerce-Justice-State Appropriations Act to prohibit funding in the bill to be used to implement the so-called "sneak and peak" provision of the Patriot Act,** which allows police to conduct searches and seize evidence without first notifying the subject of the investigation. While the amendment was approved by the House, the prohibition was removed in the final version of the bill.

▸ DeFazio has been active throughout his career in sending letters and to various parties and voting in favor of legislation condemning human right violations around the world, including in Colombia, Indonesia, North Korea, China, Vietnam, and Burma, among others.

▸ DeFazio is a proponent of the Code of Conduct on Arms Transfers Act. This legislation

would prohibit United States military assistance and arms transfers to foreign governments that are undemocratic, do not adequately protect human rights, are engaged in acts of armed aggression, or are not fully participating in the United Nations Register of Conventional Arms.

- DeFazio has proposed reductions in the Foreign Military Financing program, a program that uses U.S. taxpayer dollars to finance military purchases by foreign countries, including countries with problematic human rights records like Egypt and Pakistan.

- DeFazio joined dozens of colleagues in writing to House Speaker Dennis Hastert in support of a Senate proposal to block the Pentagon's Total Information Awareness program. This Defense Intelligence Agency program was to create a large database of consumer credit card purchases, web surfing, bank deposits, e-mails etc. to create computerized dossiers of our private lives. A provision blocking this program was included in the fiscal year 2003 Omnibus Appropriations Bill included a provision to block the Total Information Awareness program.

- DeFazio also opposed a program proposed by the Department of Justice that threatened Americans' right to privacy. Operation TIPS would enlist average Americans to spy on their neighbors and report "suspicious" activity to the government. The program was also intended to recruit home repair people, package delivery personnel, and others that could snitch on any questionable activity of their customers. Congress included a provision in the legislation establishing the Department of Homeland Security to prohibit this program.

In the 107th Congress (2001-2002):

- DeFazio was honored by the Human Rights Campaign in 2002 for being one of only 20 Members of the House to have a 100 percent rating every year since the HRC began scoring congressional votes in 1990.

In the 106th Congress (1999-2000)

- Led battle on the House floor against legislation designed to overturn Oregon's Death With Dignity Act. Together with the rest of Oregon's congressional delegation, DeFazio secured enough votes against the measure to sustain a presidential veto.

- Voted against extending permanent most favored nation trading status to China. One of DeFazio's reasons for doing so was China's notoriously poor human rights record. With the approval of H.R. 4444 in May 2000 (House vote) the U.S. has essentially given up all our leverage through access to our markets to improve China's dismal record on human rights.

CONSUMER WATCHDOG

“DeFazio at his core is still a crusader for ordinary consumers and workers; his favorite role is assailing rich and powerful special interests that exploit the government and the little guy.”

- Eugene Register-Guard, April 29, 1999

In the 108th Congress (2003-2004):

▸ **DeFazio has taken the lead in Congress to make schools safer by working with the Consumer Product Safety Commission (CPSC) and safety glass advocates** to effectively reverse a 1977 ruling on wired glass. Wired glass is a fire-rated glass that is installed in fire doors and windows in thousands of schools, dormitories, community centers, and other public buildings throughout the United States. Each year an estimated 2,500 American children and young adults suffer severe, often debilitating injuries after accidentally impacting wired glass. Unfortunately, wired glass is misleadingly sold in the US as both fire-rated and impact-resistant. However, even the CPSC has determined that wired glass can only withstand the impact from, at most, a five-year-old child. **DeFazio's efforts contributed to a CPSC decision to prohibit this hazardous glass in all new construction in areas where children and youths are active.**

▸ **In response to record gas price spikes in Oregon, DeFazio introduced H.R. 1221, the Gasoline Price Stabilization Act**, on March 12, 2003. The DeFazio legislation authorizing the President to stabilize oil and gas prices by imposing price caps or other control mechanisms; authorizes the President to tap the strategic petroleum reserve (SPR), a federal reserve of 700 million barrels of oil, to ease regional and state shortages or price increases; allows the President to release oil from the SPR to combat anti-competitive practices by foreign and domestic producers, refiners, and marketers of petroleum products; directs the Secretary of Energy to establish minimum inventory levels for producers, refiners, and marketers of crude oil, which would be similar to the requirement that public utility commissions place on electric utilities to have enough reserve capacity to keep the lights on in the event of a spike in demand; and reinstates the ban on exporting oil from Alaska.

▸ **DeFazio also reintroduced H.Con.Res. 290, legislation that urges the President to file a complaint at the World Trade Organization against OPEC**, and other large oil producing nations that cooperate with OPEC, for violating trade rules that prohibit quantitative limitations on the import of export of resources or products. OPEC production quotas clearly violate this trade rule. **DeFazio joined Senator Frank Lautenberg in offering even tougher legislation, H.R. 4780, that would require the administration to file a WTO case against OPEC for violating free trade rules.**

- ▶ **DeFazio continued his effort to limit the recreational fee program**, which allows agencies like the Park Service and the Forest Service to charge taxpayers for using even undeveloped trails on public lands. DeFazio offered an amendment to H.R. 2691, the Fiscal Year 2004 Department of Interior Appropriations Act, to limit the ability to impose these fees to the National Park Service. The DeFazio amendment was defeated 184-241 on July 17, 2003.
- ▶ **Cosponsor of several bills to address the high cost of prescription drugs and provide Medicare coverage of prescription drugs.** The bills would require companies to offer seniors on Medicare the same prices they offer their most-favored customers, enable Americans to take advantage of lower costs of drugs manufactured to FDA specifications in other countries by allowing reimportation, and requiring drugs developed with taxpayer funds be provided at a reasonable price.
- ▶ DeFazio has been a long time critic of corporate consolidation of the media. He is a cosponsor of a variety of bills to fight consolidation, and protect competition, localism and diversity in media. He was also an opponent of the recent FCC rules to allow further consolidation. The bills he is a cosponsor of include H.R. 218, H.R. 2462, H.R. 2502, H.J.Res. 218.
- ▶ DeFazio is a cosponsor of legislation, H.R. 3558, to prohibit cell phone companies from including a customers phone number in a nationwide directory unless the consumer opts in to being included.
- ▶ DeFazio is a cosponsor of H.R. 2546, legislation that would allow consumers to obtain one free credit report every year in an effort to crack down on identity theft.
- ▶ DeFazio is a cosponsor of H.R. 1933, legislation to crack down on e-mail spam. Similar legislation, S.877, which DeFazio voted for, was passed by the Congress and signed into law in December 2003.
- ▶ DeFazio is a cosponsor of H.R. 414, the Life Insurance Employee Notification Act, which requires employers to notify employees if they take out a life insurance plan on the employee. This became an issue during the wave of corporate scandals when it was discovered companies were taking out life insurance policies on low-paid, rank-and-file workers in which the company, not the employees family, would benefit.

In the 107th Congress (2001-2002):

- ▶ **Through his position on the Aviation Subcommittee, DeFazio renewed his push for passenger rights.** He introduced, H.R 332, the “Aviation Consumer Right to Know Act,” which would (1) require airlines to disclose all available fares and allow consumers to purchase any published fare from either the airline or a ticket agent (2) allow consumers to

purchase back-to-back and hidden city tickets, (3) require airlines to disclose the number of seats available for frequent flyer travelers, (4) require airlines to disclose the reasons for a flight delay or cancellation (5) require airlines to disclose how long a plane is expected to be detained on the runway prior to departure, (6) require airlines to notify passengers of any cabin insecticide treatments, and (7) clarify that consumers may sue airlines in state court.

- ▶ During the floor debate on H.R. 2299, the fiscal year 2002 Transportation Appropriations bill, DeFazio successfully offered an amendment to provide \$720,000 to establish a toll-free airline consumer hotline at the Department of Transportation. DOT currently compiles statistics and provides a report on customer complaints, but few airline passengers know how to contact the office to get help. This phone line will provide the traveling public and the airlines with a better measure of how well the airlines are providing customer service. H.R. 2590 was signed into law on December 18, 2001.

- ▶ DeFazio continued his active opposition to massive airline mergers that stifle competition, including the merger between United and U.S. Airways. DeFazio introduced, along with Representative Slaughter, H.R. 761, the "Airline Merger Moratorium Act," legislation mandating a one-year moratorium on airline mergers. DeFazio testified before the House Energy and Commerce Committee about his concerns with the United/U.S. Airways merger. Pressure from DeFazio and other Members of Congress, as well as the Department of Justice, led the two airlines to abandon their proposed merger in July 2001.

- ▶ Authored legislation, H.R. 3952, along with Senator Ron Wyden to create a federal energy consumer advocate (the "Office of Consumer Advocacy") within the Department of Justice. The DeFazio-Wyden legislation was incorporated as Section 253 of the Senate's comprehensive energy legislation. The legislation was endorsed by the National Association of State Utility Consumer Advocates, the American Association of Retired Persons, the U.S. Public Interest Research Group, and Consumers Union.

- ▶ DeFazio joined Representative Walden (R-OR) in introducing legislation, H.R. 4826 and H.R. 4827, to combat so-called "wash trades." Wash trading involves selling energy at a fixed amount and cost and simultaneously purchasing the energy back at the same volume and price. This was one of the strategies exploited by Enron and others to manipulate electricity markets. The trading artificially boosts sales volumes by selling energy and simultaneously buying back the same amount of energy at the same price.

- ▶ Introduced legislation, H.R. 264, to repeal electricity deregulation and return the U.S. to the system that served us well for 60-plus years: a mix of public and private utilities regulated in the public interest by a mix of state and federal authorities.

- ▶ Reintroduced a legislative package intended to stop OPEC from manipulating world oil markets. H. Res. 27 urges the President to file a complaint at the World Trade Organization against OPEC, and other large oil producing nations that cooperate with OPEC, for violating

trade rules that prohibit quantitative limitations on the import of export of resources or products.

- ▶ Successfully pressured the Bush Administration to release critical energy assistance through the low-income home energy assistance program (LIHEAP). Beginning in November 2001, DeFazio wrote a series of letters pointing out the dire situation Oregon families faced due to skyrocketing electricity bills. The letters requested that the Administration release \$600 million in emergency LIHEAP money appropriated by Congress in 2001-2002, but not spent by the President. The Administration finally released a portion of this money in mid-August 2002. Oregon received \$1.6 million.
- ▶ Cosponsor of H.R. 1967, the “Gas Price Spike Act of 2001,” which imposes a windfall profits tax on oil companies so they aren’t rewarded for gouging consumers.
- ▶ Cosponsored legislation, H.R. 1468, to re-impose cost-based rates in the Western United States in response to the California deregulation fiasco.
- ▶ Author of bipartisan legislation, H.R. 57, to establish a commission to study and make recommendations with respect to the federal electoral process.
- ▶ Original cosponsor of H.R. 2831, the “Cable TV Consumers Protection Act,” legislation to re-regulate cable rates and impose a one-year freeze on rates.
- ▶ **DeFazio continued to be a leader on urging caution on genetically-modified organisms.** He drafted an amendment to the FY02 Agriculture Appropriations Bill to block the Food and Drug Administration from approving genetically engineered fish until an agency with appropriate biological expertise could study the potential environmental impacts. He also joined Representative Kucinich (D-OH) in introducing a series of GMO reform bills, including legislation to require labeling of GM foods, require safety testing, and to protect farmers from the ill-effects of GM seeds.

In the 106th Congress (1999-2000)

- ▶ Led effort urging USDA to implement new national standards for organic food labeling. DeFazio was author of the legislation, approved in 1990, directing USDA to formulate national organic standard. An initial proposed regulation, released in 1997, was widely criticized. DeFazio led the successful effort to convince the USDA to redraft its proposal. The final organic regulation, which was supported by DeFazio and the organic industry, was published in December 2000.
- ▶ Author of H.R.908, the "Aviation Consumer Right To Know Act," legislation to improve consumers' access to information about delays, cancellations, frequent flyer miles, and other

policies of the airline industry. The legislation was the subject of two House Aviation Subcommittee hearings in March of 1999. DeFazio also authored legislation, H.R.2051, to require the Secretary of Transportation to investigate unreasonably high air fares or inadequate air carrier competition at airports at the request of the community served by that airport.

- ▶ Author of H.R. 1312, a bill to freeze cable rates and require an FCC investigation of cable rate increases. DeFazio introduced identical legislation in the 105th Congress prompting the introduction of several bills and hearings in the House Subcommittee on Telecommunications and the Senate Commerce Committee.
- ▶ Author of H.R.2052, legislation giving the State of Oregon a formal role in cleanup decisions at Hanford. Similar legislation was included in Superfund reform legislation, H.R.1300, and approved by the House Transportation and Infrastructure Committee on August 5, 1999.
- ▶ Received the National Nutritional Foods Association 1999 Congressional Champion Award.

In the 105th Congress (1997-1998)

- ▶ Successfully led a bi-partisan coalition of 50 Members of Congress urging the U.S. Department of Agriculture to redraft regulations to implement organic labeling requirements. The Department rewrote the proposal in response to congressional and public pressure.
 - ▶ Author of H.R. 2120, the "Telephone Consumer Slamming Prevention Act," a bill to prevent long distance phone companies from switching a consumer's long distance provider without written consent from the consumer. The bill was endorsed by the Oregon PCU, AARP, and the Consumer Federation of America, among others. Provisions in his bill were included in legislation approved by the House of Representatives on October 12, 1998.
 - ▶ Led successful effort to end the use of compound 1080 in livestock protection collars in Oregon. Compound 1080 is an extremely dangerous poison with no known antidote. With urging from DeFazio, Oregon Governor John Kitzhaber ended a proposed pilot program to use the compound as a predator control measure in Curry County, Oregon.
 - ▶ Author of H.R.2818, a bill to repeal the recreation fee program for access to public lands maintained by the Bureau of Land Management and the U.S. Forest Service. The bill replaces the fee demonstration program with a royalty on hard rock mining. DeFazio also offered amendments on the House floor to fiscal year 1999 and fiscal year 2000 Interior Appropriations bills to eliminate the program. These amendments, however, were not approved. DeFazio continues to offer the amendment each year.
-

In the 104th Congress (1995-1996)

- ▶ DeFazio and Colorado Republican Scott McInnis co-authored an amendment to fund alternatives to incineration to dispose of the nation's stockpile of chemical weapons.

In the 103rd Congress (1993-1994)

- ▶ A DeFazio amendment to give states that lie within 50-miles of a Superfund site enhanced standing with respect to clean-up operations at the site was included in the House Superfund reauthorization bill, H.R.3800, approved by the Public Works and Transportation Committee on August 8, 1994. The amendment would allow the State of Oregon to more closely monitor and comment upon the clean-up operation underway at the Hanford Nuclear Reservation.

In the 101st Congress (1989-1990)

- ▶ Author of H. R. 4156, landmark legislation setting national standards for the production and labeling of organically produced foods. H. R. 4156 was adopted as an amendment to the 1990 Farm Bill, H. R.3950. It was the only amendment adopted on the floor of the House despite opposition from the Chairman of the House Agriculture Committee. The legislation became law on November 28, 1990. (see above for further action in the 106th Congress).

CONSTITUENT SERVICES

Rep. DeFazio works hard to make sure the federal government is accessible and responsive to the needs of fourth district residents. As the Constituent Services Director for former member of Congress Jim Weaver, DeFazio understands how important it is to have one on one help with federal problems. He was the first member of Congress representing the Fourth District to have offices outside the Eugene/Springfield area, with district offices in Eugene, Roseburg, and Coos Bay. DeFazio provides a toll free number to encourage people to call from anywhere in the district when they need help. He has met with constituents face to face at 239 town halls, is a frequent visitor at schools in the district, and speaks regularly to civic groups and organizations interested in federal issues and legislation.

- ▶ In 2003-2004, DeFazio and staff have helped nearly 30,000 constituents throughout the district with a variety of concerns.
- ▶ From 1995 to 2002, DeFazio and his staff have helped veterans get over \$5 million in retroactive benefit payments.
- ▶ Payments to veterans and their families thanks to Peter's efforts so far this year: \$1.2 million and counting.
- ▶ Payments so far this year to constituents from SSA and federal workers comp resulting from Peter's advocacy: over \$1 million w/3 months to go.
- ▶ Helped family appeal and overturn insurance company denial of wheelchair for disabled child.
- ▶ After initial denial, helped federal agency (OPM) and insurance company agree to allow constituent to travel to Florida for lifesaving cancer surgery.
- ▶ Convinced SSA to expedite case of homeless man with terminal cancer.
- ▶ Worked with VA to get retroactive payment of \$60,000 to Vietnam era veteran about to be evicted because he couldn't pay his rent.
- ▶ Helped gather and ship 425 pounds of Oregon "goodies" for troops in Iraq.
- ▶ When the City of Oakridge was stymied by a federal regulation preventing small businesses from moving into the Oakridge Industrial Park, DeFazio led the delegation efforts to fix the problem.
- ▶ In response to growing concerns about high rate of uninsured people in Lane County,

DeFazio and staff working with diverse group of community leaders to resolve access to health care problems.

▸ (SSgt Philip Sean Davis, case #5202922) Oregon National Guard member wounded in Iraq, on medical hold at Ft. Hood, waiting for transfer to Madigan and then home to Oregon, and waiting and waiting. He and his family think Peter's advocacy got things moving and he said so in a newspaper article.

MISC awards:

108th ▸ Awarded Service to Families Award for extraordinary efforts and sustained support for the well-being of American families. National Coalition on Family Relations, 4/1/04.

107th ▸ Received 100 percent rating from the National Association of University of women for his votes on a variety of issues important to women.

106th ▸ Received the Christian World Adoption Humanitarian Award for helping needy children.